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to increase his real estate, which is valuable only in proportion to its convenience to market, or its facilities for business. We take it for granted, therefore, that the stock in these roads will be sought for, and will be distributed liberally to, those living on the routes, who are most interested in their completion.

At an adjourned meeting of the corporators of the New York & Erie Railroad Co. held at the Merchant's Exchange, in this city, on Wednesday the 9th inst. Philip Church, Esq. of Allegany county, was called to the chair, and Wm. C. Redfield, Esq. of New York, appointed Secretary.

The object of the meeting having been stated, after a general interchange of opinion, a committee was appointed to adopt the necessary measures for effecting a survey of the route during the present season. The committee consists of Eleazer Lord, Walter Bowne, Morgan Lewis, Wm. Paulding, Stephen Whitney, Peter Lorillard, Isaac Lawrence, Gideon Lee, John P. Stagg, Nathaniel Wood, Wm. C. Redfield, Samuel Swartwout, and Richard M. Lawrence, Esqs.—together with all the gentlemen named in the charter as corporators, residing in the country, who may choose to attend the meetings of the Committee.

RAILROADS IN WINTER.—The late severe winter has induced some, even of the sanguine friends of Railroads, to doubt of their being useful in our climate during winter. It is thought by some that the frost will prevent adhesion of the engine wheels to the rails so as to produce the desired effect. Even if this were the fact, (which, by the by, we do not admit,) how easy to apply animal power, during the frost, which gives results so highly satisfactory, that most persons would be satisfied with it at any time. We give the following extract from Woon's Work on Railroads, by way of showing that the business of winter may be performed with ease by horse-power:—

The average resistance overcome by the horses in Table II. is 115 lbs., and in Table III. 85 lbs.; taking the former as the effect of the largest horses, and the latter as the effect of smaller, we shall have as the mean 100 lbs., which may be taken as the performance of moderately-sized horses upon level roads, traveling twenty miles a day. If the friction of carriages be reckoned at the 240th part of their weight, Table I., then the weight, which will present a resistance of 100 lbs. upon an Edge Railroad, will be 24,000 lbs.; as, however, the resistance of the carriages in winter would be greater than that shown in the Table, we may perhaps take the power of a horse as equal to 112 lbs., the mean of Tables

III. and IV., traveling at the rate of two miles an hour, or twenty-miles a day, which, on a level Railroad, would make the weight of goods conveyed equal to twelve tons.

Taking then twelve tons, moved over the space of twenty miles a day, as the performance of a horse, the effect will be equal to 240 tons one mile.

NEW JERSEY RAILROAD.—The subscription books to the New Brunswick and Newark Railroad Co. were closed at Newark on Thursday the 3d instant. The amount subscribed was \$750,000—three times the amount required.

THE HARLEM RAILROAD.—The report of the committee of the Board of Aldermen, on the Harlem Railroad Company, which passed that Board on the 2d inst., was brought up in the Board of Assistants Monday night, and after a long debate passed, 9 to 5.

Extract from Mr. M'Adam's Examination, by a Committee of the House of Commons, upon his system of Road making.

Have you in any instance tried the experiment of converting paved streets into roads?—I have in several instances taken up small pieces of pavement that I found upon the several road trusts, and substituted road. In the town of Stamford I took a piece up of considerable extent, which is now road instead of the pavement.

What has been the effect of the conversion of the pavement into roads?—The expense has considerably diminished, and the facility of traveling very considerably increased.

TRANSPORTATION ON THE BALTIMORE AND OHIO RAIL-ROAD.

April 7.—Arrived 34 cars and wagons, containing, viz:
Flour, 827 barrels.
Wheat, 247 bushels.
Rye, 150 do.
Iron, 24 tons.
Ox-horns, 1 hhd.
Paving stone, 13 tons.
Granite, 22 tons.
Departed 72 cars and wagons, laden with groceries, salt and fresh fish, hardware, &c.
Arrived, 10 passenger cars with 55 passengers.
Departed, 10 passenger cars with 107 passengers.
April 8.—Arrived, 11 cars, with 143 passengers.
Departed, 10 cars, with 142 passengers.
April 9.—Arrived 34 cars and wagons containing, viz:
Flour, 350 barrels.
Lime, 1 ton.
Shorts, 200 bushels.
Granite, 30 tons.
Machinery, 1 ton.
Paving stone, 7 tons.
Departed 31 cars with furniture, trunks, &c.
Arrived, 9 passenger cars with 71 passengers.
Departed, 9 passenger cars with 87 passengers.
April 10.—Arrived 34 cars and wagons containing, viz:
Flour, 366 barrels.
Rye, 120 bushels.
Leather, 6 tons.
Paving stone, 6 tons.
Granite, 24 tons.
Departed, 33 cars and wagons, laden with groceries, salt, bacon, &c.
Arrived, 8 passenger cars with 87 passengers.
Departed, 8 coaches with 103 passengers.

At a meeting of the Stockholders of the Boston and Worcester Railroad Company, held at Boston May 1st, it was "voted unanimously that the Directors be instructed to proceed without delay in the construction of the road."

The annexed extract is taken from a memorial presented to the Legislature at its session in 1831, by the inhabitants of the South-western counties of New York, in which the comparative advantages of Railroads and Canals are set forth in a manner which must satisfy those who have any doubts on the subject of the superiority of Railroad communication for purposes of business, where speed is required. It may be proper to observe that the following statement of the resistance of water to vessels propelled or drawn through it, refers to large bodies of water; of course the resistance will be greatly increased, when the water is confined within the narrow limits of a canal, and the results proportionably in favor of Railroads:

There exists, among your memorialists, a difference of opinion in regard to the relative advantages of Canals and Railways. It is very desirable to this district of country, to the State, and to a great portion of the Union, that an internal communication passing through one of the richest and most extensive valleys of land, of which the State of N. York can boast, and connecting two such important points as the Erie canal, and the highest point of navigation of our great South-western waters, should be made upon such a plan, and upon such principles, as shall best meet the exigencies of the large and increasing population, and great extent of territory which is to be benefited by the contemplated improvement.

The resistance of water to vessels propelled or drawn through it, diminishing in the rapid ratio that the square of the vessel's velocity diminishes, enables a small power to move, on a canal, at a slow rate, an almost incredible weight.

So different is the size, power of endurance, and other qualities of horses; the depth and breadth of the water in different canals; and in the same canal at different times; and the structure of boats; that no two accounts agree as to the weight a horse can draw after day, and without injury to himself, draw upon a canal: equal, or similar difficulties, occur in the attempt to ascertain the draft of a horse on a Railroad. Whatever, therefore, is assumed in respect to the power of a horse, must necessarily be considered as an approximation only to accuracy.

On the supposition, however, that a horse will draw, both ways, on the Erie canal, vessel included, at the rate of two miles an hour, 53,760 pounds, at the rate of one mile an hour, being 1.2 of the first velocity, the horse will draw twice two, or four times as much weight,

214,040 lbs.

At the rate of 1.2 of a mile an hour, being 1.4 of the first velocity, the horse will draw four times four, or 16 times as much weight—equal to the enormous amount of

860,160

On a Railroad the resistance diminishes in the ratio only that the velocity diminishes—on the supposition, therefore, that the same horse would draw, both ways, upon a level Railway, wagons included, at the rate of 2 miles an hour, (1.3 of what he would draw on a canal,) 17,920

At the rate of 1 mile an hour, 1.2 less than, or twice as slow as, the first velocity, he would draw 2 times the weight,

35,840

At the rate of 1.2 of a mile an hour, being 1.4 of, or 4 times as slow as the first velocity, he would draw 4 times the weight,

71,680

It is thus evident, that at a slow rate of draft the Canal has a most decided advantage over a Railroad; that advantage increases, in proportion to the slowness of draft, to an almost incredible extent, admitting the strength, even of a man, to move the largest vessel.

The resistance of water to a greater velocity must increase in the same rapid ratio, with which, as has been shewn, it diminishes to a lesser velocity.

On the former supposition, therefore, that a horse would draw on the Erie Canal at the rate of 2 miles an hour

53,760 lbs.

At the rate of four miles an hour, being 2 times the first velocity, he would draw 1.4 of the weight,

13,440

At the rate of 8 miles an hour, being 4 times the first velocity, he would draw only 1.16 of the weight

3,360

It is this rapid increase of the resistance of water, in proportion to the velocity of vessels, that limits their propulsion by the unbounded force of steam, or by the most violent wind, to a velocity of about 15 miles an hour.

On a Railroad the resistance would increase in the same ratio also that it diminished.

On the former supposition, therefore, that a horse would draw on a level Railroad at the rate of 2 miles an hour

17,920 lbs.

At the rate of 4 miles an hour, being 2 times the first velocity, he would draw 1.2 of the weight,

8,960

At the rate of 8 miles an hour, being 4 times the first velocity, he would draw 1.4 of the weight

4,480

At the rate of 8 miles an hour, therefore, the resistance on a Railroad is much less than on a canal, and at some intermediate velocity between 4 and 8 miles an hour, the resistance on a canal, and on a level Railroad, would be equal; that velocity would be 6 miles an hour, at which rate the horse, either on a canal or on a level Railroad, would draw, both ways, 5,973 pounds.

From the interior of most countries there is a very considerable, and along the valleys of the Rivers an equable descent, towards the sea coast: the weight also of the materials, sent from the former, is generally from two to five times heavier than those received in exchange from the latter.

Under such a state of things, it becomes a matter of great moment and economy to adapt the facilities of transportation to the respective exigencies of the interchange; this can be effected by giving the Railroad such declivity towards the sea coast, as the difference of exchange in weight, will require, and the formation of the Country will admit. A similar declivity in the construction of a canal would create not a resistance, only, from the gravitation of the vessel ascending to the interior, but a very great, and serious, additional resistance, also, in the opposing gravitation of the descending waters of the Canal. This combination of circumstances, in the proportion in which they not unfrequently exist, would reduce, in effect, the equality of resistance between a canal and a Railroad, from six miles, as heretofore stated, to five, four, and even to three miles an hour.

The climate of the country through which these improvements are contemplated to be made, affects, in no small degree, the preference which is to be given to either of them. The waters of a canal, in our latitude, would probably be bound up by frost five months in the year; and the application of any power sufficient to break up and remove the ice, is utterly hopeless, whereas frost has not the least effect in the obstruction of a well constructed Railroad, and although it might be blocked up by snow, it is believed, not more than one month in a year, the removal of the snow from two narrow rails, by small scrapers attached to the axles of, and preceding, the wheels of the wagons, or by some other mode, appears by no means to be entirely impracticable.

The original cost of these two improvements depends so much upon the localities of the country through which they may pass, as to render it impossible, without a regular survey, to make any approach to an accurate comparison—There is supposed to be little difference in the expense of constructing a Canal, or a Railroad with a double pair of Railways—Owing to the very moderate speed to which motion is limited on a canal, it must be made, throughout its whole line, of sufficient breadth to admit of boats passing each other, even in situations, where the trade or travel, would scarcely warrant so large a scale of expenditure; on the contrary, the rapid movements on a Railroad will render one pair of rails, with what are usually called turn outs, sufficient to accommodate a considerable degree of exchange or travel and arrangements can likewise be made to limit the passage of wagons, in each direction, to twelve hours out of the twenty-four—Whenever further facilities may be required, another pair of rails may be added without the least destruction or alteration of the first pair of rails.

In countries abounding with oak a further very considerable saving might be made by forming the rails entirely of that timber, between the upper surface of which and the outer circumference of the iron wagon wheel there would be very little, if any more, friction than on an iron rail; whenever it might be required, an iron rail might readily be fastened on the wooden one.

Notwithstanding the depth at which may be placed the sleepers or posts sustaining the rails, they are frequently liable to serious injury and disturbance by the earth, when frozen, strongly adhering to, and then raising them, in its passage from a frozen to its natural state; the forming of these into the shape of a circular, or four sided upright Cone (similar to the shape of the letter A) will, it is believed, afford a complete remedy; since the earth, in the act of rising, will recede, and disengage itself, from sleepers or posts of the above description.

On the whole, it would appear that whenever considerable velocity in the conveyance of persons or of papers, is not required; whenever the articles of trade are of a heavy and durable nature, and from the latter quality, not liable to injury or decay, during the time occupied in transportation; where the demand for these articles is very considerable, requiring a regular, constant, and equal interchange, so as to give full freight, in both directions, to the vessels employed; where the climate admits of a perpetual use of the canal, neither binding up its waters by intense cold, nor, in too great a degree, evaporating them by a long continuation of heat; a combination of favorable circumstances occurs, giving to the slow, but immensely powerful traction, by animal power, on a canal, its full advantage; and rendering it decidedly preferable to any other mode of transporting heavy materials, and most kinds of produce, that has yet been practised or that we can hope ever to discover.

If, however, any of these requisites are wanting, to a great extent, in either a portion of each of them; or in their combination, it is apparent that a Railroad, as a mode of conveyance, will be equal and in many instances, more beneficial than a canal—No stronger proof is needed of the advantages of these two improvements being strictly relative, and not absolute, than the numerous instances in which a preference has been given to the one, or to the other, in different parts of England, for more than half a century. Within these twenty years past, it has even been considered as the ordinary duty of the Engineers of that country to decide upon which of the two is to be preferred, and to render the reasons of their decisions.

To the perseverance and talent of a distinguished citizen of our own state, calling in science to his aid, and regardless of the scorn, the ridicule, and contempt, with which his first efforts were treated, is the world indebted for the practical and successful application of steam to the propulsion of vessels.

Of the three great forces of a steam engine, velocity, strength, and endurance, the two last can only be applied to the propulsion of boats on a canal; a velocity greater than four or five miles an hour would remove such a quantity of water from the centre, with so much violence, against the sides of the canal, as to cause their destruction. Even if this objection did not exist, the rapidly increasing resistance of water to velocity, greatly augmented as it would be, by its confinement within the small space of a canal, renders all the attempts at obtaining speed, by the application of steam engines to its boats, useless as well as hopeless. On a Railroad, however, a steam engine can apply all its qualities, and its powers of motion, with the greatest advantage.

It is this easy and full application of Mechanical power to Railroads, whilst it is denied to Canals, that promises, wherever fuel is sufficiently plenty, to feed the consumption of steam engines, an extension in the use of Railroads, and a corresponding limitation of canals, to a proportion not very readily to be foreseen. The removal of snow, the only obstruction to which a Railroad is liable, by scrapers attached to the axles of, and preceding, the wheels of the Engine Wagon, must appear feasible, even to those who do not believe in the practicability of its removal by the limited power of animals.

We give the following extract of a letter from a gentleman in Indiana, referring to the "Lafayette and Michigan Railroad," to construct which a company was chartered at the late session of the Legislature. We may at some future period publish the charter, which we consider a very liberal one:

I received a copy last mail of the Railroad Journal; I am glad to see a journal on that subject got up, and hope that you will meet with success. We are embarking in that system of improvement, believing it to be preferable to all others. I have sent you this mail the Crawfordsville Record, where you will find a copy of a Railroad charter from Lafayette to Michigan Port, on Michigan, a distance of 84 miles, which, when completed, will give as a direct communication to New York. It passes through a very level country, and it is supposed by many, that it will not cost \$300 per mile to grade it. I will for

ward you for publication a report of the directors when we have a meeting.

We are only able now to give those sections which show the character of the bill:

Sec. 2. The capital stock of said corporation shall be FIVE HUNDRED THOUSAND DOLLARS, divided into shares of fifty dollars each.

Sec. 12. The corporation shall require of all officers and others in their employ, bonds with security to their acceptance, with such penalties as they think proper for the faithful performance of their respective duties.

Sec. 13. The corporation by their agents shall have full power, from time to time, to examine, mark and locate the route for a Railroad for a single or a double track, commencing at or near the town of Lafayette in Tippecanoe county, and running on the ~~best ground for the interest of the company and the~~ convenience of the public, to the mouth of Trail creek in Laport county, with full power in all cases to diverge from a direct line where more favorable ground can be had for the construction of the road, the same to be not more than eighty feet in width.

Sec. 20. The corporation shall commence the construction of said road at either end thereof at the discretion of the corporation at any time within three years, after the Indian title to lands through which the same may pass is extinguished, and from time to time construct so much thereof towards the point of destination as may be within the ability and to the interest of the company: Provided that said road shall be completed within ten years after its commencement: provided, that if the road should not be completed within the time aforesaid, the General Assembly may, for good cause shewn, give further time to complete the same.

Sec. 23. The corporation may charge and receive such tolls and freights for the transportation of persons, commodities and carriages on said road or any part thereof, as shall be for the interest of the company, and the same to change, lower or raise at pleasure: provided, that the rates established from time to time, shall be posted up in some conspicuous place or places on said road.

Sec. 24. That when the aggregate amount of dividends declared shall amount to the full sum of the capital invested, and six per cent. per annum interest thereon, the legislature may so regulate the tolls and freights that not more than fifteen per cent. per annum on the capital shall be divided, and the surplus profits, if any, after paying the expense and reserving such proportion as may be necessary for future contingencies, shall be paid over to the treasurer of state for the use of common schools; but the corporation shall not be compelled by any law to reduce the tolls and freights, so that a dividend of fifteen per cent. cannot be made; and it shall be the duty of the corporation to furnish the legislature at each session thereof, with a correct statement of the amount of profits, after deducting all expenses, which statement shall be made under the oath of the officer whose duty it shall be to make the same.

[From the Newark Daily Advertiser.]

NEW JERSEY RAILROAD.—As the time is approaching when the Books of Subscription to the Capital Stock of the New Jersey Railroad Company are to be opened, it may not be amiss to advert to some of the advantages which are calculated to result from this great work of Internal Improvement, and its probable productiveness. Having heretofore noticed the facilities afforded for the construction of the road, we will now speak more particularly of the revenue likely to result from its use. The calculations which we shall make are based upon data, which are entirely satisfactory, and are obtained in the same manner, as is customary in making such estimates, allowing all reasonable deductions.

With reference to the portion of the route between Newark and New York, it has been fully ascertained, that the amount of the present transportation and traveling between the above places, is from six to eight times greater than that of some other Railroads, costing more, and which last mentioned Railroads are certain of realizing a revenue more than the annual interest of the Capital Stock invested. Indeed we know of no equal distance in the United States where the communication is so great and constant, as on the highway between Newark and New York. This is owing to the spirited and productive enterprise of our flourishing town, and a large and rich back country, abounding in extensive mechanical and manufacturing establishments, and a soil well adapted to agriculture. The products, whether of the field or the manufactory, naturally seek their market in the great emporium, or make it the place of rendezvous, through which to carry on

an extensive commerce with the Southern States.—The vast amount of transportation, induced by these causes, will render this portion of the contemplated Railroad the most productive of any in the country, yielding according to the above statement, a revenue six or eight times exceeding the interest.

The estimates of the cost of that part of the Railroad between Newark and New Brunswick, as made by those who are familiar with the subject, show that it cannot possibly exceed more than double of that between Newark and New York. But admitting that it may require a treble sum, still it is manifest, that allowing no proceeds whatever, on the Railroad between New Brunswick and Newark, the revenue of the remainder will yield a very large dividend on the whole capital employed. This estimate makes no reference to the increase of traveling which will be the natural consequence. This will doubtless be ~~great~~ and constitute an additional source of revenue, not now included in the calculation.

We shall take occasion in a few days to speak of the portion between New Brunswick and Newark, and refer to the immediate transportation which would be drawn from that quarter, by a direct and expeditious mode of communication; as well as to the new avenues of intercourse which it will tend to open, by giving a strong impulse to business, and holding out powerful inducements to the neighboring counties to make the New Jersey Railroad their great thoroughfare to New York. What we have said will abundantly demonstrate the valuable character of the work, and fully justify the interest taken in it, by those of our townsmen, who, while they wish to make judicious and profitable investments of their capital, are at the same time desirous of advancing the permanent interests and prosperity of the town.

[On closing the subscription books last week, it was found that more than treble the required amount had been subscribed.]

[From the Danville (Va.) Reporter.]

RAILROAD—CANAL.—Messrs. Editors: The Portsmouth and Roanoke Railroad is a magnificent undertaking; and if accomplished and for the sum proposed to be raised, would in all probability become valuable stock to the holders; and pour such a flood of commercial prosperity into the lap of this old Borough, as to astonish even the oldest merchants.

But, gentlemen, could not the object be obtained in a more easy, cheap, and certain way? On viewing the Map of North Carolina, it will be seen, that the Meherrin River which communicates with Chowan and Albemarle Sound, is at Murfreesborough only 30 miles distant from the Falls of Roanoke, and that a Canal connecting the two rivers is perfectly practicable, and could probably be accomplished for about one third the expense of the proposed Railroad.

The Meherrin, as high up as Murfreesborough, is sufficient at all seasons, to float a Sloop of War! with scarcely any current, so that vessels could ascend with facility without the aid of Steamboats.

These are hints to the public, and the writer would be pleased for others who may be better acquainted with the subject, and more capable of doing it justice, to give it their attention.

A FRIEND TO IMPROVEMENT.

RAILROAD FROM BARDSTOWN TO LOUISVILLE.—A meeting of the citizens of Bardstown and Nelson county is called in the last Bardstown Herald, to take place on the 21st inst, for the purpose of adopting preliminary measures for the construction of a Railroad from Bardstown to Louisville. The spirit of Internal Improvement is getting up, and in a few years Kentucky will boast of as many works of this kind, as any other state in the Union.—[Lexington Reporter.]

TUSCUMBIA, ALA., APRIL 7.—Railroad.—The iron on the Tuscumbia Rail-way has reached Waterloo on board the steamer James Monroe, and will be delivered at the Railroad warehouse on Monday next. The arrival of the cars has been delayed by the happening of some accident to the vessel on which they were shipped. They will be received by the time the iron is laid down.

We are informed that the company have assurances from capitalists, that \$100,000 will be furnished them as they may require it. This is certainly pleasing intelligence, and will insure the speedy and successful prosecution of this work, which will do honor to those who have labored in the cause. That this method of conveyance affords more facilities than any other known to the world, is proclaimed from Maine to Louisiana, not only by

words but by deeds. Who in there, then, that would designedly hinder for a moment the progress of a portion of the great road from Charleston to New Orleans? It cannot be a planter of the Tennessee valley assuredly. What has he for market? Cotton. Make the road, and you gain 1 1/2 cents upon every pound of it. Does he wish anything from market? Here are Charleston and New Orleans at his door. Planters, merchants, go for the Rail-road, for therin lieth your interest.

[From the Philadelphia Chronicle.]

The location of the line of the Philadelphia, Germantown and Norristown Railroad, is now nearly completed to the Wissahiccon Creek, in the neighborhood of the Mills. It will pass thence to Plymouth, and through the Lime and Marble regions to Norristown at Stony Creek.

The road begins at the corner of Ninth and Spring-Garden streets, the latter of which is a hundred and twenty feet wide. Here is placed the Car House, large enough to accommodate from fifty to seventy-five cars and engines. Attached to this building are offices for the Engineers, Managers, Collector, &c.

Cars for the conveyance of passengers have been built at Baltimore under the direction of Stockton, Stokes & Imlay; and four of these, highly finished and of the best materials and most approved construction, are now in the car house. The President is blue and gold; the Philadelphia sage and gold; the Robert Morris green and gold; the Benjamin Franklin maroon and gold. The whole number of passenger cars is to be twenty.

A locomotive engine, made by Stephenson, is now on its way from England. Another is building by Mr. Baldwin of this city, and a third at Westpoint.

Six miles of the road, to Church-lane, in Germantown, will be finished within a few weeks.

The stone blocks, for the support of the rails, are set in a foundation of broken stone, from three to four feet deep, made exceedingly solid by ramming. The blocks are chiefly granite from Brandywine, Quarryville and Frankford. The iron is the edge rail, malleable, rolled or wrought, fixed in cast chairs of Welch manufacture. Each bar is about fifteen feet long, and weighs about one hundred and sixty-five pounds, costing about fifty-six dollars the ton.

The road goes out as far as Cohocksink creek, on a graded surface seventy feet wide, on each side of which streets have been opened. These are to be paved this summer, and several squares of brick buildings are to be erected.

Over Cohocksink, in front of Camac's cottage, is a very large viaduct, with walls three feet thick, ornamental masonry, &c. At the township line, the Railroad passes under the common road, which is carried over by a heavy bridge. The Deep Cut is at Clapier's Hill, where there is an excavation of forty feet through very hard rock.

The turnpike road is crossed by a lattice bridge, of seventy feet span, without a pier; the abutments having circular steps and railings. This is not yet quite finished.

Fisher's Lane is crossed by a beautiful stone bridge, the arch of which is thirty-four feet in the clear. Here, as the road propels, the rails have the rock for a foundation. The country is broken, and remarkably interesting. The six miles terminate at Church-lane, a short distance from the main street from Germantown.

The streets in Spring Garden, at the points where it is necessary to allow the rails to be crossed by vehicles of any description, are fitted for that purpose by a very simple invention. Wooden sleepers, plated with iron, are laid on each side of the rail an inch higher than its upper surface, the street being built up to the outside of each of the sleepers.

By a supplement to the Act of Incorporation, passed at the last session of the legislature, the Company has *transportation powers*, as well as the right to receive *tolls*.

The usual number of passengers, daily traveling between Philadelphia and Germantown, at the ordinary stage fares, or even at loss, will pay the interest of the cost of constructing the six miles. Curiosity, and the desire of enjoying a most refreshing and agreeable exercise, will attract hundreds on every fine day.

The Chief Engineer of the Saratoga and Schenectady Rail-road, J. B. Jarvis, Esq. having closely investigated the subject, estimates the entire cost of the road, including the company's proportion of the city section at Schenectady, carriages, fixtures, &c.

at a little short of \$236,000, exclusive of lands between Schenectady and Saratoga Springs. These will increase the amount to about \$240,000. The first capital having been but \$150,000, it will therefore be necessary to create a new stock of 90 or \$100,000. As far as our knowledge extends, the present stockholders are prepared to take their portion of it.

The grading of this road, with the exception of two or three sections, is nearly completed and companies are employed on different parts of the line in laying down the blocks and timbers preparatory to receiving the rails. We see nothing to change our opinion heretofore expressed, that the road will be opened for the reception of passengers early in July. [Saratoga Sentinel.]

Branch Railroad.—A number of public spirited individuals of our city, have, we understand made an arrangement with the Mohawk and Hudson Railroad company, by which a branch, or rather a continuation, of that road is to be extended to State st., near Davis' Hotel, in this city. The terms of this arrangement are we believe, that the citizens shall construct the branch, or continuation, and the company will run their carriages up to State st. In pursuance of this arrangement those engaged in the construction of the branch are now prosecuting the work with vigor, and will, we presume, have it completed by the time the traveling season has fairly commenced.—[Schenectady Whig.]

We are indebted to a friend for the following very interesting report of the condition and prospects of the Paterson Railroad, and we publish it, as we shall always publish similar communications relative to this or any other Railroad, with great pleasure. The opinion expressed at the close of this Report, by the President of the company, will, we have no doubt, prove correct, so there are few places in the vicinity of New York possessing as many inducements for visitors as Paterson; and when the Railroad is completed, it will be only an hour's ride to and from—thereby affording a fine opportunity for amusement to those who are fond of rambling in the country, or of viewing the works of nature and of art.

To the Stockholders of the Paterson and Hudson river Railroad Company.

The Board of Directors, to whom you have confided the trust of superintending the construction of a Railroad from Paterson to the Hudson river, opposite the city of New York, considering it their duty, at proper intervals, to give such information as may be interesting to you upon the subject of their trust, submit the following Report:—

The company was organized on the 30th of March A. D. 1831, and without delay caused the necessary surveys to be made by experienced engineers, and the road located from Paterson to the eastern base of Berry's Hill, about one half of the distance to New York. This part of the road was put under contract and the graduation commenced on the 4th of July last past. By the terms of the charter, the company were required to locate their road over the Hackensack river, at the present New Barbadoes Toll Bridge. But upon making the surveys, it manifestly appeared that the most direct and feasible route passed that river some distance below that bridge.—In order, therefore, to avail themselves of the best location, the company were constrained to suspend any further operation upon that portion of the route, until by legislative interference, they should be relieved from that restriction, which relief was obtained in November last by a supplement, which authorized the location and formation of the road upon such route as might be found most expedient. As soon as the company were relieved from this restriction, they caused the road to be definitively located to the western base of the Bergen ridge, a point nearly two miles from the Hudson river, at Hoboken, and about three miles from Powles Hook. In this location the company have been influenced, not only by a desire to avail themselves of both or either of the principal ferries—Hoboken and Powles Hook—but also in passing the Bergen ridge to join such company or individuals as may form a Railroad from Newark to the Hudson river, and, by thus uniting, to pass that ridge in the best possible manner, and with the least possible expense: and as a charter has been obtained to form a road from New Brunswick, through Newark, to the Hudson river; and as the company for that purpose are soon to be organized, it has been, and is thought advisable to postpone the definitive location of that portion of the

road, until an opportunity shall be had of acting in the communication between those two places will that respect in unison with those who may form that road.

The report of the engineer, which is hereto appended, will exhibit in detail all that relates to the construction of the road, which has regularly progressed, and which (as will be seen by said report) would have been entirely completed to Acquackanonk, at the head of navigation on the Passaic river, last fall, but for the interruption in laying the rails, which was caused by the premature and unusual inclemency of the season. The work has, however, been resumed, and the road will be in operation to Acquackanonk during the present month of May. By thus connecting the town of Paterson with the nearest navigable water, and by opening a Railroad communication for passengers, nearly one third of the distance to New York, it is confidently believed that this part of the road will forthwith yield a fair interest upon the amount expended in its formation, after paying all expenses incident to transportation. During the past winter, which is considered the most favorable season for the purpose, the foundation of the road-bed across the marshes, between Berry's hill and the Bergen ridge, has been nearly completed. The mode of construction is explained fully in the report of the engineer; and while no doubt exists of its entire efficiency, it shows that the advantage of a perfectly straight and level line will be secured within a far less expenditure than this desideratum in Railroads is usually obtained. Indeed, but a single curve occurs in seven and a half miles; and on the remaining distance the line may, with few immaterial exceptions, be considered virtually straight.

In order to adapt the Railroad to the most active state of trade, without interruption in its progress, it has been formed of sufficient width for a double track; and in all cases where culverts or bridges were required, they have been built of the most substantial masonry, with the exception of the bridges over the Passaic and Hackensack rivers, (a description of which is given in the report of the engineer,) which will be constructed of wood, in the most approved manner to insure stability, and permit readily all necessary repairs. The foundations for the support of the Railway are such as will ensure stability to the superstructure, and will permit (if at any future day it shall be desired) the substitution of the iron edge rail, as used in Great Britain, for the wooden and iron rail combined, which in the first instance it was thought advisable to adopt.

Measures have been taken to procure the requisite materials to complete the road, and it is believed that it will be in full operation to the Hudson river, on or before the fourth of July after next. From the work already done, and contracts made, the cost of finishing the road to the western base of the Bergen ridge is ascertained with great certainty; and, from the report of the engineer, it appears that it will not exceed the sum of \$231,602; and the remaining part of the road, if the Bergen ridge be crossed by inclined planes to Hoboken, will cost about \$62,783, including all the necessary machinery for the planes, making the total cost of constructing the road amount to \$294,385.

From the report of the secretary of the company, it appears that there has been paid in by the stockholders up to the 30th of April past, the sum of \$110,945; and that during the same time there has been disbursed by the company in the formation of the road, the sum \$109,258 43—leaving a balance on hand of \$1686 57. And from the contracts and arrangements made to prosecute the work, it will be necessary to call in the residue of the capital stock of the company in the course of the current year.

It has not been considered necessary on the part of the directors, to make any statement as to the probable amount of the business of the road when finished, nor to use any arguments to show the probable value of the stock arising from that business; but if Railroads are to succeed in this country, it is confidently believed that the one which connects the city of New York with the town of Paterson, must be one of the most successful. When it is considered that Paterson has now a population of about 8000 people, and rapidly increasing; that it is devoted almost entirely to manufactures—the raw materials of which are brought from the city of New York, and the manufactured articles returned to the same place; that the country about Paterson is thickly settled, and many manufacturing establishments of iron, cotton and wool situate in its vicinity to the north and west; that from its falls and romantic situation, Paterson has always been a place of great resort in the warm season of the year for the citizens of New York; and when it is considered that

the communication between those two places will be rendered so much more rapid and pleasant; no reasonable doubt can remain as to the value of the road, even under the existing state of things.

But when we look to the west and north-west, and trace this road, leading in a very direct line from the city towards the western part of the state of New York; and when we consider the immense current of traveling that will seek the city of New York from the west and north-west, and that by the most direct route, without reference to state lines, we do not think that we are chargeable with extravagance when we say, that this road must be among the most successful of Railroads in this country.

TH. DICKERSON, Pres't.

May 1, 1832.

We are gratified to observe amongst those residing in the northern section of the State, a spirit of liberality similar to that expressed in the "Wayne Sentinel," published at Palmyra. It is alike honorable to the gentlemen conducting that useful paper, and gratifying to those who are about to realize their "hopes long deferred," in the construction of a work which will enable them to participate in the benefits resulting from a large expenditure of money in their vicinity, as well as from the facilities for transportation which a good Railroad will afford them. It is a mistaken notion, and yet it is entertained by many, that public improvements which do not immediately interest a town, or an individual, are of no advantage to them. This, however, is not the fact. Although the southern section of the State was not equally with the northern benefitted by the canal, yet it has undoubtedly been greatly improved by that work; and so with the Southern Railroad, although it will more immediately add to the wealth of those who live on, and contiguous to, its route, yet it will benefit the State as a whole, and add greatly to the general welfare. No public works of their magnitude can be *local* in their benefits. We hope, therefore, to see a uniform spirit of kindness pervading every part of the State, that the work may be speedily commenced and steadily pursued to its successful completion.

NEW YORK AND ERIE RAILROAD.—We honestly congratulate our fellow citizens of the southern section of the state upon the success of the bill authorizing the construction of this work.—We hope that the stock of the company may be speedily taken, and the anticipations of the people along the route of the road fully realized. A large number of inhabitants united in celebrating the passage of the bill, at Angelica, on the 24th ult. immediately on the receipt of the gratifying intelligence, which event is thus noticed by the Angelica Republican:—"On Tuesday evening this village presented a novel, noisy, and happy aspect, in consequence of news, received of the passage of the New York and Erie Railroad bill. A brilliant display of fire-works and other ceremonies of rejoicing were had, and every face seemed to brighten up with a new hope—or rather as Moore expresses it—

"Twas a new feeling—something more
Than we had dared to hope before."

During the illuminations and bonfires, the Republican adds, a number of toasts were given, "under the discharge of cannon, and the deafening cheers of the assembled multitude." We have room only for the following, which shows the public feeling in that hitherto comparatively neglected portion of our prosperous state:—

Our State Legislature.—Thanks to that honorable body for their almost unanimous concurrence in a measure nearest our wishes. Their passage of the Railroad bill will awaken the dormant energies of our citizens to increased industry and enterprise, and cause the wilderness to 'bud and blossom as the rose.'"—[Wayne Sentinel.]

We have been politely favored by a gentleman recently from Edinburgh with the loan of several reports and profiles of Railroads in Scotland. We have not been able to devote as much time to their examination as we could have wished; and the following extract, showing the probable revenue of the

Edinburgh, Glasgow and Leith Railroad, is all our limits at this time allow us to give:—

In an undertaking of this nature, the revenue to be derived as a return for the capital expended, is certainly an important object, but one, from its nature, which cannot be estimated with the same degree of certainty, as the expense of the work. A considerable diversity of opinion exists as to the extent of the trade, and the channel through which it flows; and, when any new means of conveyance is provided, it has a tendency to draw trade to itself from other sources, as well as to create a trade that could not have existed unless that means had been provided.

A communication such as that now proposed, connecting Edinburgh and Leith with Glasgow, and its populous environs, may be held as securing to itself a return for almost any capital that can be expended on it, and especially since Railways, combined with Locomotive Engines, are found to be so very superior, as a means of conveying passengers, to any other, with which we have been hitherto acquainted. The intercourse at present existing between Edinburgh and Glasgow, and the certainty of an increase when greater facilities are given, may be ample security against all loss in the formation of this communication; but when this branch of revenue, hitherto reckoned trifling in a Railway return, is taken, along with that which must arise from the conveyance of goods and minerals, (which, of themselves, were reckoned to yield a sufficient return on this communication,) it must place this undertaking, as a subject of profit, beyond all doubt.

The speed, comfort and perfect safety with which passengers can thereby be conveyed, must render them the chief source of revenue. In our "Observations," we stated the number of passengers, that might be expected to travel by this Railway, at 250 daily, from each end; and notwithstanding all that has been said by those interested in other means of conveyance, we feel confident that number is not overrated. The present fares by the coaches are 8s. outside, and 12s. inside, which, with the allowance to the coachman, increases them to 9s. and 13s. The fares by the mail coaches are 9s. outside, and 14s. inside, and which, with the allowance to the guard and coachman, are increased to 11s. and 16s. A price, therefore, far below what is now charged, would yield an ample remuneration to the Railway.

Say 70,000 passengers conveyed in close carriages, at 7s. 6d.

£26,250 0 0

87,000 passengers conveyed in the open carriages, at 5s.

21,750 0 0

Making in all for passengers, £48,000 0 0

In our observations we estimated the revenue arising from coal at 5000^l. per annum. On farther inquiry, however, we think that that sum is considerably underrated, and we have no hesitation in saying, that 30,000 tons may be expected from the Monkland coal-field, which, at 4s per ton, including haulage, is 6000^l.

From Benbar, 30,000 tons at 3s.

6d. including do, 5250

Making the revenue from coal, 11,250 0 0

5000 tons of Lime, from Bathgate Limeworks, going both east and west, at 2s. 9d.

£687 10 0

5000 tons from Raw Camps

500 0 0

Making in all for lime, 11,250 10 0

4000 tons of Free stone, by Raw Camps branch, at 2s.

500 0 0

6000 tons of Iron, &c. at 4s. 6d.

900 0 0

Goods to and from Edinburgh, Leith, and Glasgow, 50,000 tons at 7s. 6d.

18,750 0 0

Farm produce, with goods to and from

** The following State of the revenue of Forth and Clyde Canal, in 1829, taken from Printed Statements, shows the Trade between Grangemouth and Glasgow by that Canal, and affords pretty correct data for ascertaining the proportions carried in each direction:—*

*Tolls from Grangemouth to Clyde, £2985 10 7
Clyde to Grangemouth, 3737 17 2
Grangemouth to Glasgow, 20,504 7 7
Glasgow to Grangemouth, 4251 17 2
Edinburgh to Glasgow by Union Canal 3737 0 0*

Other tolls from intermediate distances, including £3672, from Monkland and Kirkintilloch Railway,

8,902 3 7

£44,068 16 1

Of the above, the grain sent from Grangemouth to Glasgow, gives £18,191, 1. 6, and 95,586 passengers went by the Canal in 1829.

Bathgate, Airdrie, Blackburn and other 3,000 0 0 towns upon the Line,

£83,587 10 4

As the Garnkirk Railway, as well as that proposed from its western termination to the River Clyde, will form part of the general communication from sea to sea, a proportional deduction must be made from this revenue, according to their relative interest, which, with the expenses of maintenance, management, and the expense attending the conveyance of passengers, may be estimated at £23,587 10 4, leaving a balance of 60,000^l, being 10 per cent. on an expenditure of 600,000^l.

There are many sources of revenue besides those above stated, and benefits to be derived from this improved communication, to which we have not referred. The Mail, for instance, might be conveyed by it in half the time, and at much less expense, than by the present coaches. Fat cattle might be sent by the Steamboats to Leith, from Aberdeen, Dundee, Dunbar, Kirkaldy, or any other part of the east coast of Scotland, and, by means of the Railway, conveyed to Glasgow in the course of a few hours, at a very trifling expense. The revenue arising from the carriage of grain, merchandise, &c. between Leith and Edinburgh, and the Mills, Distilleries, and other public works situated on the water of Leith would not be inconsiderable.

RIDEAU CANAL.—We learn that this important work will be completed in the course of a few weeks. The scale of Rates and Dues to be exacted from persons navigating on the Rideau Canal has been promulgated by Royal Proclamation, and will be found in another column. We regret that it has been deemed necessary to establish so high a scale of fees, the exactation of which must amount to an almost total prohibition. Upon a proper representation, however, we are persuaded that his Excellency the Lieutenant Governor will cause such reductions to be made, as the interests of the public may require, and thereby secure to this Province all the advantages that are anticipated from the completion of this stupendous undertaking.—[Kingston (U. C.) Herald, May 2.]

The following extract from a proclamation of the Governor of Canada gives the rates of toll to be charged upon the Rideau Canal, which we consider excessively high:—

Extract from a Proclamation of the Governor of Canada.

Now Know ye, that of our certain knowledge, mere motion, and special Grace, We have established, and by these Presents do establish, and authorize to be imposed, upon all persons Navigating on the said Canal with any Boats, Barges Vessels or Rafts, the Dues following, that is to say: Cabin Passengers from Kingston to Bytown—Five Shillings each.

Cabin Passengers from Kingston to Oliver's Ferry—Two Shillings and Six Pence each.

Cabin Passengers from Oliver's Ferry to Bytown—Two Shillings and Six Pence each.

Deck Passengers to be charged half price.

Cattle and Horses from Kingston to Bytown—Five Shillings each.

Cattle and Horses from Kingston to Oliver's Ferry—Two Shillings and Six Pence each.

Cattle and Horses from Oliver's Ferry to Bytown—Two Shillings and Six Pence each.

Sheep, Pigs and Calves, from Kingston to Bytown One Shilling and Three Pence each.

Sheep, Pigs and Calves, from Kingston to Oliver's Ferry—Seven Pence Half Penny each.

Sheep, Pigs and Calves, from Oliver's Ferry to Bytown—Seven Pence Half Penny each.

Dry Goods, Wines and Spirituous Liquors—Ten Shillings per Ton.

All kinds of Grain and Potatoes—Two Pence per Bushel.

Salt, Salt Fish, Sea Coal, and Iron of every description—Ten Shillings per Ton.

Patash—Ten Shillings per Ton.

Flour—One Shilling per Barrel.

Pine, Elm, and all soft Wood—A Half Penny per cube foot.

Oak—One Penny per cube foot.

Staves—Six Shillings and Eight Pence per ton.

And We do hereby declare, that the said Rates and Dues shall be exacted, levied and collected, to and for Our use, during Our pleasure; and command all Sheriffs, Bailiffs, Constables, and other persons whom it may concern, to be aiding and assisting in causing this our Royal Will and Pleasure to be obeyed, and in the due production of Our Revenue to be thereupon accruing—of which all per-

sons concerned are hereby required to take notice and govern themselves accordingly.

RAILWAYS.—The first carriage for the conveyance of passengers on a Railway in France, commenced running on the 1st of the last month from St. Etienne to the Loire.

RELIGIOUS ANNIVERSARIES.

THE HOME MISSIONARY SOCIETY celebrated its Anniversary last evening. Gen. Van Rensselaer, the President in the chair, addressed the meeting at some length. The treasury report was read by Knowl Taylor, Esq. The receipts of the year have been \$50,299 25 cts.; about \$250 larger than during the previous year. The expenditures have been \$52,808 39 cts. leaving the treasury overdrawn \$2,509 10 cts. Besides this, the Society has its various engagements with Missionaries, to be fulfilled during the coming year, and which already amounts to more than \$30,000. The report of the executive committee was read by the Rev. Absalom Peters. From this it appears that the whole number of Missionaries employed during the year has been 509; the number of congregations assisted 745, and the whole amount of clerical labor equal to 361 years. In a great part of the cases, the amount of assistance from the Society has averaged about \$100, for each year's labor of Missionaries; some of the larger contributions have been from Cedar-street Church in this city, \$1794; Brick Church, \$1675; Laight-street Church, \$1294; Bowery, between one and two thousand dollars, and Second Presbyterian Church at Troy, \$1089. In Missouri there are now in all 18 Presbyterian clergymen, 13 of whom were sent out by this Society; in Illinois there are 32, of whom 23 have been either sent out or assisted; and in Michigan there are 18, of whom 15 have been sustained by the Society. The number of Sabbath Schools under the care of the Society's missionaries, and which have been reported, is 544; of Scholars, 19,690; in Bible Classes over 7000; and members of Temperance Associations 36,402, and it is presumed, an almost equal number have actually been enrolled in places from which the reports are incomplete. The effect of the Society's labors has everywhere been highly gratifying.

After the reading of the Report, the audience were addressed by the Rev. Mr. Carroll of Brooklyn; Rev. Dr. Baxter of Prince Edward Seminary, Va.; Mr. Thompson, Missionary, destined to Palestine; Rev. Dr. Cox, of this city; Lewis Tappan, Esq. and Rev. Dr. Hunphrey, President of Amherst College. The assembly was dismissed at a quarter past 10 o'clock.

AMERICAN TRACT SOCIETY.—The seventh annual meeting of this Society was held at Chatham street Chapel yesterday morning at 10 o'clock. S. V. S. Wilder, Esq., President, in the chair, supported by the Hon. Stephen Van Rensselaer, Vice President, and the Hon. John Cotton Smith, of Connecticut. Extracts from the report were read by the Corresponding Secretary, from which it appeared that during the past year, ending 1st instant, there have been printed 5,471,750 tracts, comprising 87,622,000 pages; making the whole number of pages printed since the formation of the Society, (seven or eight years,) 288,281,000. Number of pages distributed during the year, 4,927,009. During the same period, forty-six new publications have been stereotyped; making the whole number of the Society's publications six hundred and fourteen, in seven different languages, exclusive of four in Burmese, six in Tamil, and one in Cherokee; all of which have been examined and approved by a committee composed of representatives of five or six different denominations. The number of branches and auxiliaries is nine hundred and ninety-seven; scattered, more or less, over every part of the Union. Receipts during the year, \$61,905 07; of which 24,474 78 were donations, and the remainder for Tracts sold nearly at cost. Expenditures \$61,808 40. Of this amount, \$5,044 have been appropriated for the distribution of Tracts in foreign countries. Balance in the Treasury, \$96 67. This society has no permanent funds.

After the reading of the report, the meeting was addressed by Rev. Dr. DeWitt of this city, Rev. Mr. Babcock of Salem, Mass., Rev. Orna Eastman, one of the Society's Secretaries, Rev. Dr. Baxter of Virginia, Rev. Sylvester Woodbridge, Rev. Dr. Sharpe of Boston, Rev. Mr. McIlvaine of Brooklyn, and Rev. Dr. M'Auley of Philadelphia. The whole proceedings were listened to with great apparent interest by a large and respectable assembly.

It was announced by Dr. Milnor, that \$1000 were subscribed by a gentleman present, to aid in the distribution of tracts in foreign countries.—[Jour. Com.]

NEW-YORK AMERICAN.

MAY 5, 7, 9, 10, 11—1832.

LITERARY NOTICES.

*OBSERVATIONS on the Writings of THOMAS JEFFERSON, with particular reference to the attack they contain on the memory of the late Gen. HENRY LEE, in a series of letters, by H. LEE of Virginia : 1 vol., 8vo, pp. 240 : New York, C. de BEHR.—This book, which we some weeks ago announced as forthcoming, will be eagerly sought for; for, independent of the great interest felt in the popularity and fame of Mr. Jefferson, whom it fiercely assails, there is a growing disposition among the reading public to look back at the events and men of our early days, and to become acquainted with the details of those times, when, great as were the perils and the trials, there were found hands, and hearts, and heads, superior to them all. We might refer in proof of this disposition, to the favor with which Mr. Sparks' *Memoirs of Gov. Morris* have recently been received; and although the work now on our table is of an entirely different character, being altogether controversial, yet as relating to many of the eminent individuals who figured with Mr. Morris, and as executed with talents, it will command a wide circulation. As, however, in these weekly notices we seek studiously to exclude discussions bearing on our domestic politics or parties, we must take some other occasion of expressing our views as to the merits of this book; and content ourselves here with extracting a few brilliant individual sketches, in proof of the talents of the writer:*

WASHINGTON.—This illustrious man, without advantages from birth, wealth, or education, left, for the admiration of posterity, a character, which is acknowledged by the world to place him foremost in the first class of greatness—“princeps fundatorum imperi orum.” He was not admirable for genius, eminent for learning, distinguished for eloquence, or remarkable for address. Judgment, integrity, fortitude, and benevolence, constituted and completed his character; exalted it to perfect magnanimity and the highest wisdom; a simple and sublime pre-eminence that made men of genius, learning, eloquence, and address, his inferiors and instruments. His objects were always noble, his means uniformly justifiable, and his measures the result of deep reflection; so that although his enterprizes were occasionally unsuccessful, they never failed to be glorious. He came into life just in season to achieve the independence and establish the freedom of his country, and was withdrawn to a higher existence as soon as the growing strength of our institutions no longer required his support. His career in this respect resembling the great river of the Alps, which descending from the snow-crowned summits, pours a fuller current through the plains of Italy, when they thirst and languish under summer suns. In short, of this Alfred of the western world, it may be said with truth, that his destiny and principles so happily concurred, that he was not only the most meritorious, but the most useful patriot who ever lived.

HAMILTON.—For wisdom and merit, patriotic services, and political ability, Alexander Hamilton stands second to Washington alone—a position which reflects the greatest glory on them both.—With a zeal fed by continual ardor, he devoted to the varying exigencies of his country, a mind whose resources proved always greater than the greatest occasions. His invention was quick, his judgment strong, his understanding capacious, his penetration acute, and his memory faithful. He was prudent in counsel; daring in the field; eloquent in the Sen-

* Lord Bacon, on Honor and Reputation.

† An anecdote of Hamilton recorded in General Wilkinson's memoirs, and which was before current in conversation, evinces his extreme sagacity as a military counsellor. A plan had been devised by Gen. Washington, while the British army lay in New York, for seizing the person of Sir H. Clinton, then the English Commander-in-Chief. It was considered, determined on, and on the point of being put in execution, when Hamilton suggested to Gen. Washington, that although it might succeed, and for a time create a favorable impression, he was of opinion it would be more advantageous to the enemy than the Americans; inasmuch as they knew Clinton to be by no means a formidable an-

ale, cogent and persuasive as a writer, expeditious and indefatigable in the administration of affairs, disinterested, liberal, firm, and enthusiastic. In matters of private feeling and personal honor, his frankness and spirit were proverbial, and in his last acts were perhaps excessive.

“*Prodigum paulum.*”

Of a life, the term of which fell short of fifty years, he gave twenty to the public service, and left it poor in everything but a title to renown and honor. This, nor a cruel death, nor a neglected grave, nor a luminous rival, could take away; and as a devoted patriot, an accomplished soldier, statesman, orator, scholar, and gentleman, the memory of Hamilton will bloom and flourish, as long as the admiration of mankind shall attend exalted genius, heroic virtues, generous affections, and glorious deeds.

Gen. KNOX.—Among the great officers to whom the people of the United States are indebted for the success of their Revolution, and their present form of government, none were more faithful, and few were more useful, friends of their country, than Gen. Knox.

In the war of the Revolution, having commenced his military career as a volunteer at the Battle of Bunker's Hill, he fought his way to the rank of Major General. He commanded in chief the Artillery, and serving for the most part under the eye of Washington, engaged in a remarkable degree his official confidence and personal friendship. Upon the resignation of Gen. Lincoln as Secretary of War, the acknowledged capacity and valuable experience of Gen. Knox, induced the Congress, to appoint him to that important station. In this situation he was found by President Washington when he assumed the direction of the new government, and his judgment and regard were both satisfied by the consent of Gen. Knox to continue in it. Though he did not possess profound erudition or rare acquirements, his qualifications were of much higher value. He was a man of sound judgment; honorable principles, useful knowledge, and perfect candor. The visionary projects or interested schemes of more ingenious minds, were abhorred and dissipated by contact with the manly patriotism and strong sense of Gen. Knox.

John Jay.—There is associated with the name of this upright statesman and enlightened jurist, none of that military glory which belonged to Washington, Hamilton, Knox, and Lee; and which, operating painfully on the memory of Mr. Jefferson, may account in some measure for his dislike and injustice to them.

The mellow radiance of wisdom and virtue, of that *mitis sapientia* which habits of meditation, benevolence, and piety reflect upon the character, encircles the blameless memory of Mr. Jay. As a member of the Revolutionary Congress, foreign Ambassador, Secretary of State, and Chief Justice of the United States, he rendered important services to his country, and established a claim to the everlasting veneration of his fellow-citizens. The ablest state papers issued by the old Congress were written by Mr. Jay, and his essays in the *Federalist* are worthy of being there.

Soon after negotiating the famous treaty of 1794 with England, he yielded to a sincere love of retirement and study, and having served his country efficiently and faithfully, dedicated himself in modest and noiseless seclusion, to learning, philanthropy, and devotion. The evening of his life was long and quiet.

RICHARD HENRY LEE.—From what has been said and written of this distinguished man, it appears

that he was acquainted with his plans and official habits: whereas if they removed him, his successor could hardly fail to be a more efficient adversary.—This view of the subject convinced Washington that it was more advisable to preserve than to remove the British Commander-in-Chief, and the project was abandoned.

† He led the party which took by assault the redoubt on the British left, at the siege of York.—*Marshall, Vol. 4. p. 485.*

§ Gen. Hamilton was killed in a duel by Col. Burr, in July, 1804. He went to the ground, determined to receive but not to return his adversary's fire, and acted on this determination—thus offering up his own life to a sense of honor, and shielding his enemy by a feeling of religion. He left behind him a paper explaining his motives on the melancholy occasion, in which he declared that as a military man he could not refuse the invitation of Col. Burr—while as a christian he would not shed the blood of a fellow creature in private combat.

that from the commencement of our Revolutionary struggles to their end, he was for patriotism, statesmanship, and oratory, regarded as the Ciceron of his country. He was remarkable even “amidst the crowd of patriots” for a sensitive and impatient love of liberty; and this he encouraged and inflamed by a fond contemplation of those bright and melancholy examples, which the victims of ancient and modern tyranny have left in the characters of Phocion, of Cato, of Sidney, and of Russel. This gave to his classical and chaste elevation, a tone of depth and inspiration, which, set off as it was by a majestic figure, a noble countenance, and a graceful delivery, charmed while it roused or convinced his auditory. Though he never poured down upon agitated assemblies, a cataract of mingled passion and logic like Patrick Henry, yet he visited the excited attention and enchanted fancy of his hearers, with a regulated flow of harmonious language, generous sentiment, and lucid argument, which like the stream of a far-descended flood, had more of the force than the noise of a torrent.

In his personal character, he was just, benevolent, and high spirited; domestic in his tastes, and too proud to be ambitious of popularity.

There is also a fine character of *John Marshall*, but it is so interwoven with denunciations of Mr. Jefferson, that we abstain from copying it. In relation to one remarkable occurrence, however, in the life of the Chief Justice, the X. Y. Z. correspondence, when he and Messrs. C. C. Pinckney and E. Gerry were sent on a special mission to France, we find a remarkable confirmation from a quarter wholly unexpected, the *Emperor Napoleon at St. Helena*, of the history which Marshall gave of that correspondence, and which Mr. Jefferson doubted. We extract the passage containing it as a literary *trouvailler*.

X. Y. Z. CORRESPONDENCE.—The Emperor Napoleon, who, before his expedition to Egypt, was intimate with the councils of the Directory, and after his return overthrew that profligate oligarchy, and assumed the government of France, in his dictations at St. Helena describes minutely the differences between the United States and France.

After observing that the measures taken by the Directory against the United States were equivalent to actual war, and mentioning the appointment of Messrs. Marshall, Pinckney, and Gerry, as plenipotentiaries, to treat for the re-establishment of a good understanding, he says:—

“In consequence of the events of the revolution the federal party of the United States had obtained an ascendancy, but the democratic party was notwithstanding more numerous. The Directory thought to give greater force to the latter, by consenting to receive the two American plenipotentiaries who belonged to the federal party, and by consenting to receive the third who was of the opposite party. The Directory declared, moreover, that they could not enter into any negotiation whatever, until America should have made preparation for the grievances of which the French republic had cause to complain. The 18th of January, 1798, they proposed a law to the two councils enacting that the neutral character of vessels should not be determined by their flag, but by the nature of their cargoes, and that all vessels, laden in whole or in part with English merchandise, should be subject to confiscation.”—“The result of this law was disastrous for the Americans; French privateers made a number of prizes, and by the terms of the law they were all good. For it was sufficient for an American vessel to have only a few tons of English merchandise on board, to subject the entire cargo to confiscation. At the same time, as if there had not been already sufficient cause of resentment and alienation between the two countries, the Directory demanded of the American Envoys a loan of forty-eight millions of francs, grounding the demand on the loan which the United States had formerly contracted with France, for the purpose of enabling them to succeed in escaping from the yoke of England. Certain intriguing agents, with which sort of instruments the office of foreign relations was at that period abundantly supplied, insinuated that the demand of a loan would be insisted from, upon the advance of twelve hundred thousand francs, to be divided between the Director B (Barres) and the Minister T (Talleyrand).”

Marshall's historical account, and the official statements made by himself and Pinckney are here confirmed in every particular; the non-reception of the two federal envoys, the demand of a loan of one

* *Mémoires de Napoléon, Tome II. pp. 107, 8, 9, 10.*

million sterling, of a *douceur* of £50,000 sterling, by the agents of Talleyrand, for his and Barras's benefit—are all distinctly confirmed by a man, who besides being fully acquainted with the subject, was no party to the differences between the French and American governments, or to the contention between the federal and democratic parties, and who probably never saw, as he certainly does not refer to them, either Marshall's historical or diplomatic account of these proceedings.

In addition it may be observed this statement of Marshall respecting the infamous demand of Talleyrand, though thus confirmed by the dictations at St. Helena, has never been denied by any person of consideration in the world excepting Mr. Jefferson.

ROMANCE AND REALITY; by LEL; 2 vols., 12mo: New York, Harper's.—Miss Landon's poetry is well known and much admired. Her prose is very poetical; though we do not like poetry, if thus stripped of its wings. There is much talent in the novel before us; which, notwithstanding, is tedious. Its criticisms and its dialogues occupy the space that in such a work should be given to action and incident.

THE NATURAL HISTORY OF SELBORNE, BY THE LATE REV. GILBERT WHITE, WITH ADDITIONS, BY SIR WILLIAM JARDINE. 1 vol. 12mo. 342. Philadelphia, Carey & Lea.—This charming book, which proves how much real delight, as well as solid instruction, and rational piety, may be derived from, and strengthened by, an habitual and intelligent observation of Nature—may, we hope, now that it is laid before us in a neat American edition—stimulate some of our own countrymen to study the peculiarities of the regions where their lot is cast, with equal simplicity of taste and feeling, and accuracy of observation. Much, we are persuaded, would be found yet unsaid and unsung to reward such investigations, over and above the pleasure of the pursuit itself. We have only room for a single extract, and that is of equal interest here as elsewhere:—

The more I reflect on the *droppings* of animals, the more I am astonished at its effects. Nor is the violence of this affection more wonderful than the shortness of its duration. Thus every hen is in her turn the *virago* of the yard, in proportion to the helplessness of her brood; and will fly in the face of a dog or a sow in defence of those chickens, which in a few weeks she will drive before her with relentless cruelty.

This affection sublimes the passions, quickens the invention, and sharpens the sagacity of the brute creation. Thus a hen, just become a mother, is no longer that placid bird she used to be; but, with feathers standing on end, wings hovering, and clucking note, she runs about like one possessed.—Dams will throw themselves in the way of the greatest danger in order to avert it from their progeny. Thus a partridge will tumble along before a sportsman in order to draw away the dogs from her helpless covey. In the time of nidification, the most feeble birds will assault the most rapacious.—All the hirundines of a village are up in arms at the sight of a hawk, whom they will persecute till he leaves that district. A very exact observer has often remarked that a pair of ravens nesting in the rock of Gibraltar, would suffer no vulture or eagle to rest near their station, but would drive them from the hill with an amazing fury: even the blue thrush, at the season of breeding, would dart out from the clefts of the rock to chase away the kestrel, or the sparrow-hawk. If you stand near the nest of a bird that has young, she will not be induced to betray them by an inadvertent fondness, but will wait about at a distance, with meat in her mouth, for an hour together.

Should I farther corroborate what I have advanced above, by some anecdotes which I probably may have mentioned before in conversation, yet you will, I trust, pardon the repetition for the sake of the illustration.

The fly-catcher of the Zoology (the *stoparola* of Rey) builds every year in the vines that grow on the walls of my house.* A pair of these little birds had one year inadvertently placed their nest on a naked bough, perhaps in a shady time, not being aware of the inconvenience that followed. But a temperantia season coming on before the brood was

half fledged, the reflection of the wall became in-and viewing the shining lakes and the winding rivers, which show like so many veins of silver drawn through the forest in the vales below. The trees (which, in this part of Maine, are of a mixed growth of hard and soft wood,) present a uniform aspect. The neighboring mountains look lonely, and yet have a wild and terrible appearance; they are composed of ragged rocks near the summit, which stand out in bold relief, and are entirely destitute of vegetation at the height of four thousand feet.

A farther instance I once saw of notable sagacity in a willow-wren, which had built in a bank in my fields. This bird a friend and myself had observed as she sat in her nest, but were particularly careful not to disturb her, though we saw she eyed us with some degree of jealousy. Some days after, as we passed that way, we were desirous of remarking how this brood went on; but no nest could be found, till I happened to take up a large bundle of long green moss, as it were carelessly thrown over the nest, in order to dodge the eye of any impudent intruder.

A still more remarkable mixture of sagacity and instinct occurred to me one day as my people were pulling off the lining of a hot-bed, in order to add some fresh dung. From out of the side of this bed leaped an animal with great agility that made a most grotesque figure; nor was it without great difficulty that it could be taken, when it proved to be a large white-bellied field-mouse, with three or four young clinging to her teats by their mouths and feet. It was amazing that the desultory and rapid motion of this dam should not oblige her litter to quit their hold, especially when it appears that they were so young as to be both naked and blind!

To these instances of tender attachment, many more of which might be daily discovered by those that are studious of nature, may be opposed that rage of affection, that monstrous perversion of the *droppings*, which induces some females of the brute creation to devour their young, because their owners have handled them too freely, or removed them from place to place! Swine, and sometimes the more gentle race of dogs and cats, are guilty of this horrid and preposterous murder. When I hear now and then of an abandoned mother that destroys her offspring, I am not so much amazed; since reason perverted, and the bad passions let loose, are capable of any enormity; but why the parental feelings of brutes, that usually flow in one most uniform tenor, should sometimes be so extravagantly diverted, I leave to abler philosophers than myself to determine.

THE NEW-ENGLAND MAGAZINE.—The May number of this periodical, which has just come to hand, among other original papers, contains an article on the state of Maine, which gives some interesting facts in relation to the natural history and resources of that extensive region. We make a few extracts describing the face of the country, by which it would appear that the scenery is of a magnifico description, and game of every kind abundant:

The rivers are separated by ranges of highlands, two or three thousand feet in height; at the heads of the Penobscot, Kennebec and Androscoggin, there is an immense cluster of mountains. In the centre of these, Mount Katahdin rises upwards of six thousand feet, and is the highest mountain in the United States; other mountains near it have nearly the same elevation. The view from Katahdin is most sublime. Innumerable lakes and ponds are seen surrounding its base, which, in the sun beams, appear like so many mirrors. The whole of the valley of the Penobscot and Kennebec is discerned from this mountain, and the highlands separating them, and those bounding them on each side, appear like immense waves. Not a single human habitation is seen. It is no unpleasant sensation to have that melancholy feeling excited by sitting on some jutting crag of this rugged, gigantic pile, in the autumn,

† I have seen the same thing with our common bat. I once slept during a very stormy night, in a house of considerable age, and not in the best state of repair; one of the windows in my bed-room had been built up, but so loosely, that bats and swifts had free access between the wall and a large board that was placed on the inside, to add to the warmth of the room. On the night above mentioned this board was blown down inwards, and the room immediately filled with bats and swifts. Many of the former had one or two young adhering to their breasts while flying round the room, and even when knocked down, were not freed from their burdens. Above sixty were caught in this small space, and kept until morning, and at least as many must have escaped. They appeared to be on terms of perfect amity with the swifts.—W. J.

and viewing the shining lakes and the winding rivers, which show like so many veins of silver drawn through the forest in the vales below. The trees (which, in this part of Maine, are of a mixed growth of hard and soft wood,) present a uniform aspect. The neighboring mountains look lonely, and yet have a wild and terrible appearance; they are composed of ragged rocks near the summit, which stand out in bold relief, and are entirely destitute of vegetation at the height of four thousand feet. The ascent of Mount Katahdin is rugged and precipitous; but the top spreads out into a broad plain, with a superficies of nearly eight hundred acres. No Indian dares to approach this mountain, unless accompanied by a number of white men; they suppose that Majahonda, or the author of evil, resides upon it; even when they proceed up and down that part of the Penobscot river, which passes at no great distance from its base, they keep a profound silence. A ridge of highlands separates the waters flowing into the St. Lawrence; but the height of this ridge has been determined only where the road from Hallowell to Quebec crosses. It has an elevation of two thousand and two feet.

The coast, also, is usually level, especially in the south-eastern part of the state. Large bogs are found in many parts of Maine; one, near the head of Passadumkeag river, (a branch of the Penobscot, emptying it on the eastern side, about seventy miles from its mouth,) is about the same in extent. On entering these immense oceans of moss, we experience the same impressions as the Baron de Humboldt in the *llanos* of the river Oronoco; the sky and earth appear to meet at a great distance; an eternal and death-like stillness reigns all around, and we feel ourselves alone in the vast expanse. The Penobscot Indians defeated the Mohawks in Passadumkeag Bog, at a time when they were invaded by that restless and warlike nation, long before the settlement of the country by Europeans; the remains of the slain warriors are said to be occasionally found in a complete state of preservation in the soft muck. Many of these bogs, it is plainly to be seen, were formerly lakes; and many of the present ponds and lakes are gradually filling up, and seem destined to share the fate of the celebrated fowling pond of king Philip.

Most of the rivers and streams, in passing out from a bog or lake, are broken by waterfalls. The Penobscot, soon after leaving Chesuncook lake, has a tremendous cataract, called "Grand Falls;" it passes over ledges, descending fifty feet almost perpendicular, and for nine miles below this place the water runs with amazing velocity, and appears of a milky whiteness.

A person accustomed to view the forests of tropical countries, where heat and moisture combine to produce the largest vegetables, on arriving in the southern part of New England, believes that the diminutive and scrubbed appearance of the trees, is owing to coldness of climate, and is tempted to think that another Samson might level these woods as a mower the grass of the prairie; but, passing to the upper part of Maine, he finds the forests composed of trees of enormous magnitude and height. Whole groves of pines, composed of trees from three to eight feet in diameter, and rising a hundred and fifty or two hundred feet, with no limbs except at the very top, abound in this portion of the State. The hemlock, spruce, birch, maple, beech and cedar trees, which attain no great size in more southern regions, are three or four feet in diameter, and have an astonishing height. Even in the middle of summer, when the sun blazes with all its splendor, the air, under the immense canopy of leaves and branches, is often chilly. On entering those forests, from a scorching and dazzling sun, the cool air and darkened appearance is most delightful; but, after traveling in them a fortnight or a month, when we again emerge to the habitation of man, we feel that we pass from night to day. Before experiencing this sensation, we have but a very imperfect conception of the phrase so often repeated by the Indian chiefs, when they visited the early settlements of this country—"You live in the light, but we in darkness."

The forests of Maine are filled with game, and that of a size which promises some reward to the hunter. The moose and deer bound through the almost interminable wilderness in the northern parts; the caribou* skips over its bogs; while the bear, wolverine and wild cat find a safe retreat, though surrounded with inhabitants. It is no childish amusement to shoulder one's rifle, and pursue the moose, caribou, deer or beaver, a hundred miles

* Reindeer of America;

from human society, especially in the autumn, when an encounter with the two first is dangerous in the extreme. Caribous are usually found in groups, and, if a person is careful to keep to the leeward, they may be easily approached and shot. When one falls the rest seem at first to regard it with astonishment, and then play a variety of gambols around their dead companion, giving the sportsman a fine opportunity to pick them off; but if he approach them to the windward, their smell is so delicate that they immediately perceive it, and scud off like the wind. It is amusing to see a drove of these animals in full flight on a bog so soft that a man would immediately sink; their feet are spread out so as to have the body supported by a large area, and, at every spring, the hind leg touches the ground as far as the gambrel.

Grouse (or partridges, as they are called) are very thick in the unsettled portion, and so tame that I have destroyed a dozen in a flock with a walking cane without their attempting to fly. The same observation might be made with regard to the fish in the unfeasted lakes in the northern parts; I have often seen trout, weighing twenty or thirty pounds, + speared with a sharp stick.

THE COMPLETE WORKS OF ROBERT HALL, A. M., WITH A MEMOIR, &c. &c., in 3 vols.; vol. 2d: Harper.—A cursory glance at the contents of this volume, gives us no reason to modify the favorable opinion of the work which we expressed so warmly upon the one that preceded it. The mind of Mr. Hall appears to have been one of that high order, with which less gifted understandings can hardly come into contact without being improved, and catching something of their strength, precision and purity. Every one in the course of his reading, must have observed that there are some books which, by the exercise their perusal affords to the faculties, seem to make the mind grow while we read them; and this impression, whether real or fanciful, is perhaps the best test of the talents, if not the genius, of an author. Mr. Hall's writings, of which we shall speak more critically when the remaining volume is received, possess this characteristic to an eminent degree.

A FRENCH GRAMMAR, or plain instructions for the learning of French, in a series of letters, by William Cobbett: John Doyle, 12 Liberty st.—This work, addressed by Cobbett to his son, is a familiar treatise on the French tongue, written in style that addresses itself to the plainest understanding, and prepared with that shrewd judgment, with which its noted author adapts his literary efforts to the minds of his particular classes of readers.

We close these notices with some well written remarks of a correspondent upon a book which we noticed the other day. And, at the same time, to show how little importance may be attached to the opinions of the Quarterly Reviewer as representing those of even a faction of his countrymen, we prefix some observations from another Tory periodical, of a totally different character. They are copied from an article in a late number of Blackwood, which, under the title of American Poetry, gives an excellent critical essay upon the genius and writings of Bryant, by Wilson, "the Isle of Palms man," as Lord Byron calls him. We take no little pleasure in having our opinions confirmed by this veteran critic and acknowledged poet, in almost the same terms, and with the identical quotations which were made in this paper. Among other expressions, he speaks of the *Song of Marion's Men* as "a spirit-stirring composition; a beautiful ballad with the grace of Campbell and the vigor of Allan Cunningham." *Thanatopsis* is called "a noble example of true poetical enthusiasm, which would alone establish the author's claim to the honors of genius;" of whom it is said that "he en-souls all dead, insensate things, in that deep and

+ In some of the lakes trout are caught of sixty or seventy pounds weight.

delicate sense of their seeming life, in which they breath and smile, before the eyes 'that love all they look upon'; and thus there is animation and enjoyment in the heart of solitude." The following are the introductory remarks to which we first alluded:—

In political, in moral, and in physical science, the Americans have done as much as could have been reasonably expected from a people earnestly engaged, with all their powers and passions, in constituting themselves into one of the great communities of civilized men. Of every other people the progress has been slow to any considerable height of power and extent of dominion; and imagination accompanying them all the way from obscurity to splendor, a literature has always grown up along with their growing strength, and sometimes its excellence has been consummate, before the character of their civil polity had been consolidated, or settled down into the steadfastness belonging to the maturity of its might. But soon as her sons were free to move obedient to her own will alone, America was at once a great country; there are no great and distant eras in her history, all connected together by traditionary memories embalmed in the voice of song. Her poets had to succeed her statesmen, and her orators, and her warriors; and their reign is only about to begin. The records of the nation are short but bright; and their destinies must be farther unrolled by time, ere bardic bards to consecrate, in lyric or epic poetry, the events of imagination loves. Now, her poets must be inspired by Hope rather than by Memory, who was held of old to be Mother of the Muses. They must look forward to the future, not backward to the past; and the soul of genius from that mystic clime may be met by the airs of inspiration.

There is consolation in this last passage for every native bard who does not believe with Byron that a man of genius can make an epic upon a broom-stick. And now for Mistress Trollope:

From a late number of the American, I learn that Mrs. Trollope, of England, has published a work on the "domestic manners and customs of the Americans," which is reviewed in the Quarterly in the manner peculiar to that official organ of English Toryism. The book itself, except some extracts in the papers, I have not seen. Of its origin, and the history of its author while in this country, I can give some account, perhaps not wholly uninteresting to your readers.

Mr. Trollope, styling himself an English barrister, and the husband, as I suppose, of this lady, came to this country, as was said at the time, with a view of providing a settlement for his youngest son, the estate being entailed upon the eldest.—However that may be, they arrived in Cincinnati about the year 1828, and were so well pleased with the prosperity and promise of that flourishing city, as to make it their abode and the theatre of their operations. They purchased a valuable lot in the most beautiful part of the city, and proceeded to erect an expensive and highly ornamental building. The notorious Miss Wright happened to be there, about the same time, endeavoring to inculcate her principles, and obtain a foothold in society. This building, it was said, was intended for her use, —a Temple of Freedom. If so, it is certain they soon discovered the folly of their project, and abandoned it. Their avowed object was a Bazaar. Their original plan, though liberal enough for the purpose, was moderate in cost, and within their means. In the progress of the work, however, there were not wanting persons, who, in their zeal for the public interest, persuaded them to enlarge the design, and, of course, the cost. A large rotunda was erected for the purpose of exhibiting a picture of Lafayette's landing at Cincinnati, executed by a young Italian; an extensive ball-room was fitted up in the style, and with the decorations, of Egyptian architecture; the front of the building was composed of expensive cut stone, and the whole furnished with a gas apparatus. In the meanwhile, Mr. Trollope had returned to England, leaving the care of affairs to his wife: the bills of the mechanics had accumulated to three times the original estimates, one third of which was unpaid, and the whole of their disposable cash exhausted in the payment of the residue. Here was a dilemma from which it behoved the lady speedily to extricate herself. The plan was, to dispose of goods in the Bazaar in the European or Eastern fashion, in market overt, attended by young damsels, as is now sometimes practised by our societies for the administration of charity à la mode. The goods were imported, the damsels arrived; moreover, the picture was exhibited, and cotillions

got up by gentlemen for the benefit of the ball-room. Now for the effect. People went to stare; but, it was soon apparent, they went only to stare; few bought anything, few went to see the picture, and the ball-room was not crowded. Why? Here were fancy and pleasure offering their seductions. Why rejected? The articles for sale, on which they most relied, were selected, from want of experience, with bad taste—of inferior qualities, and of high prices. Of course the Yankees, who are shrewd in such matters, would buy only so far as good manners required. The place, though delightful in situation, was not in a business part of the city; therefore only frequented in the evening. The balls, though very pleasant, were not very productive. Of the picture of Lafayette's landing, I will say little, both because the artist is living, and because it has been much praised by those whose authority in such matters is higher than mine. I will, however, remark, that it certainly had one merit: those who once saw it will never forget it. The good Lafayette there looks, as I am sure no one else ever looked; and some of my acquaintance may say, that, though not made immortal in song, they are at least perpetuated on the *living canvas*.

To conclude, Mrs. Trollope was an enterprising and courageous woman; but neither enterprize nor courage were sufficient to thread this labyrinth of perplexities. As a choice of evils she abandoned her projects and returned to England, and is now the authoress of the work on the "Domestic manners and customs of Americans." The Bazaar, from the impropriety of its location, had no value as a place of business, and sold for less than one third of its cost to the mechanics who, by the law, had a lien upon it. It is now occupied as a *restaurateur*, where good things are dispensed to the hungry, great men honored with dinners, and small ones sing songs.

From this narrative may be gathered the probable notions of this country, and feelings towards it, with which Mrs. Trollope returned to her native land. That she should write (if she wrote at all) with some acerbity and much extravagance, is not merely natural, but pardonable; for who ever looked kindly or patiently upon those who, however innocently, have occasioned the loss of fortune, time, and temper? The error in this respect lies with the reviewer, who gives currency to what he knows to be false, and makes a work, obviously the offspring of disappointed hopes, a pretence for uttering unjust, and unreasonable aspersions upon a neighboring people. Another error is committed by ourselves. Why should we notice the malignant opinions of distant individuals? especially, if they make so small a portion of the people, as the Tories of Great Britain? This is one of the modes in which bad feelings and ridiculous antipathies are so often generated among people of different nations. It is well known that the British Quarterly is not only opposed to *liberalism* in all other countries, but, to a great majority of the wise and good in its own. Hence it cannot be regarded as a national authority, and scarcely as an honorable antagonist. Besides, it may well be permitted to those who have grown gray, as England supposes, in glory, and power, and wisdom, now that their strength is departing, and the chills of age approaching, to look silently upon the prosperity of others, and indulge in some querulousness of temper; whilst it is expected of those who, like young America, are in the fulness of vigor, and promise, and success, to smile upon the sneers of cynics, and be good-humored under the censure of the just.

D. M.

To the Editor of the American:

I take it for granted, Mr. Editor, that at this busy moment, what with the Bank Report, the Tariff Bill, and that tedious farce, the Washington contempt affair, that your hands are so full that you will be obliged to a faithful reader of your paper, and absorber of its tastes and opinions, (except the one about the Harlem Railroad) to relieve you of the lighter duty of noticing, as is your yearly wont, the annual Address before the Alumni of Columbia College. The address upon this anniversary was by an eminent advocate, whose fervid eloquence was never more happily enlisted than in the able vindication of classical studies pronounced on Wednesday. This branch of knowledge, and indeed, the whole course of study, as now pursued in our colleges found a triumphant champion against the assaults of the utilitarians, in the chaste and

agent appeal of Mr. Ogden Hoffman. The departments of belles-lettres and mathematics particularly, were warmly defended; and the necessity of preserving them in their present state of integrity forcibly urged. But as innovation has made its most violent attack upon a sister branch of learning, that of the dead languages, it was to this the powers of the speaker were most zealously given. Belles-lettres, it was said, from the captivating nature of that study, which leads us into the fairy realms of fancy, and at the same time guides our exquisite wanderings, needed no eulogist; and mathematics, which while its practical benefits recommended it to the humblest artizan, addresses itself to the imagination of the aspiring student in the monuments it has erected upon the embattled plain, in the entrenched camp and around the beleaguered city, required no defender. Interest and ambition recommend it as an indispensable branch of education. But those enabling studies which, though their immediate utility is least apparent, have the most enduring effect upon the character, were believed to be far from justly estimated; their influence upon the mind of youth, in enriching it and preparing it for the highest cultivation, was likened to the first vegetation of our own forests, which, though of no immediate use, by becoming incorporated with it, fertilizes the soil for the seed to come afterward. The time devoted to the classics was any thing but thrown away; it was in after life that its fruits would appear, and the treasures that were flung into Alpheus, though they might now vanish from our sight, would then, when most needed, reappear in Arethusa, with all their freshness and with all their power.

The speaker concluded by calling upon his brother Alumni, upon this anniversary, to draw closer those fraternal ties, which should bind them to each other, and, as at the fountain of Dodena, rekindle those torches of friendship which the cares and business of the world might, for a time, have extinguished. In taking leave of the address I must not omit to mention the beautifully classical eulogy upon the late venerable Dr. Wilson, who, as an active patriot of our Revolution, is not so well known as he should be. I might dwell, too, upon the manly piety and strong national feeling, enforced by a very impressive manner, which pervaded Mr. Hoffman's production; but you and I both know, Mr. Editor, that in these days of indiscriminate puffing even merited praise becomes offensive from the bad company it is in the habit of keeping. I may add, however, that apart from its literary merits—in which are included the most copious classical illustration, aptly introduced in chaste and eloquent diction—there was a character and a feeling in the address, which spoke to the heart of every auditor. It is a delightful thing, Mr. Editor, to see the leading members of an arduous profession, thus turning aside from the legal forum to gather honors in the classical arena. The example is every thing to the young student in whose eyes the modest rewards of academic honors are thus enhanced in value; and, as I think, sir, you have before remarked, it promotes a healthful interchange of feeling and opinion upon one of the few subjects that, in these times of political asperity and contending prejudice, all parties can revert to with tranquility if not with entire satisfaction.

With sincere respect, yours,

CALIFORNIA.

THE CITY OF RUINS would, about the first of May, be an appropriate name for New York—so many the alterations and re-edifications undertaken at this season. In our immediate neighborhood, the houses and stores in William street on the S. E. side, between Wall and Exchange street, are demolishing in order to widen the street; which is also to be widened between Wall and Pine streets, by taking off ten

feet from the New York Bank and the Bank Coffee-house. By this latter alteration, the approach from Pine street to the very heart of Wall street will be much improved.

In various other parts of the city the same scene of altering buildings and widening streets, is going on—certainly to the benefit of the operatives and, we suppose, of the community.

TREATY WITH NAPLES.—Our letters from Washington confirm the report that the Ontario brings home the intelligence, and probably the official evidence, of an arrangement with Naples for the settlement of American claims. Baltimore is, we believe, more interested than any other of our commercial cities in this affair.

Since the above was in type, we find the following in the National Gazette:

The Globe is silent with regard to the negotiations of the American Chargé d'Affairs at Naples. It is stated in letters from Washington that an arrangement was likely to be effected. We fear that the more positive information which we published on Monday, is premature.—[Nat. Gazette.]

SUCOR TO THE POLES.—The following letter, with its enclosure, has just been received from General Lafayette:

PARIS, MARCH 30th, 1832.

My Dear Sir:—I have received your kind letter, New York, January, 1832, enclosing the bill of 2486f. 21c., in the name of the New York Committee. This sum has been delivered to the American Committee in Paris. It is highly satisfactory for us that the appropriation we have made has been so well employed as to become most useful, gratifying, and encouraging to the gallant Poles, under the persecution to which they have been subjected, not only in Poland, but in Prussia and Austria, while on their reaching the western part of Germany they are most cordially welcomed. You will hear of the arrest of our excellent friend, Dr. Howe, in Berlin.—I hope he is now released. His conduct in the management of our instructions, has been very honorable to him, and to the American name. We are truly under great obligations to Dr. Howe. The further supplies we may receive from the American Committee will be most welcome and usefully employed. Most truly and affectionately your friend,

LAFAYETTE.

James G. King, Esq., New York.
Extract of a letter from General Beni, Commander in Chief of the Polish Artillery.

[Translation.]

FRANKFORT, MARCH 23.

Our Soldiers in Prussia are still waiting for the passports which are promised them, but which are yet withheld. Mr. Howe, the worthy representative of a free and noble nation, has rendered us immense service by the manner in which he has fulfilled his honorable mission. He has distributed considerable pecuniary succor on the spot to the sick, whom he himself visited in the hospitals. He has brought and distributed shirts, raising thereby the moral of our troops astonishingly. The appearance of a stranger bringing aid and consolation to those in bonds, whilst Prussia was endeavoring to persuade them that France wanted no more of them, has produced a magical effect, and they have sworn to persevere in the resolution of joining their companions in arms in France.

THE CHOLERA IN PARIS.—The first paragraph of the instructions of the Paris board of health thus speaks of the fatality of the Cholera as compared with other epidemics:

The Cholera is a grave disorder. It is however more alarming when expected than dangerous when it actually exists. Other epidemic maladies, such as the small-pox, the scarlet fever, and certain nervous fevers, have occasioned much more ravages since in those countries in Europe, where it has prevailed, and met with the most favorable circumstances for its propagation, it has scarcely attacked more than one individual in 75, and in some cities its attacks have not yet exceeded one in 200 individuals.

Among the means adopted to afford immediate relief to persons attacked with the malady, an office is opened in each of the 48 quarters of Paris. All the physicians and surgeons of the quarter take turns, in succession, at these offices, and to each are attached porters—to carry the sick to the hospital, and nurses to take care of them there or at home. The requisite medicines also are there, and the office is always open day and night. At night they are distinguished by a particular lamp. Among the considerations presented to dissuade the Parisians from dying from the city, the *Gazette de France* states "that the official report of the Academy of Berlin established that 20,000 persons died in the city, and 80,000 in the villages."

"Thus far," says the *Gazette de France* of 31st, "no professional man, no student, no nurse nor attendant has experienced any ill effects from the malady. This alone should reassure people against any apprehension of contagion."

Extract from the *Popular Instructions as to the Cholera Morbus*.

Observe the strictest cleanliness both in person and dwellings.

Avoid all chances of being chilled, and keep the body warm, particularly the stomach, bowels and feet.

Avoid placing the feet upon the cold floor. Workmen obliged to work in cold or damp places will do well to wear wooden shoes or clogs.

Abstain from sleeping with the windows open. Return home at an early hour, in order to avoid the cold and damp of the night air.

Avoid as much as possible excessive fatigue. Whatever may be the weather or the season, do not go too lightly clad.

Sobriety cannot be too strongly recommended; consequently avoid all excess of eating and drinking, for it has been observed that drunkards and debauchees have been most exposed to the attacks of the Cholera.

Let your food be principally meat and meat soups; eat as little as possible of charcuterie and salt-meats, and abstain entirely from heavy pastry.

Abstain from undressed food of every description.

All cold drinks, taken when a person is heated, are at all times dangerous. The water used as a beverage ought to be clear. Filtered water is better than any other. Instead of drinking it pure, it will be better to mix in it two teaspoonsfuls of brandy or absinthe to a pint. Water lightly mixed with wine is equally good.

The excessive use of strong liquors is very pernicious, and taking unmixed brandy when fasting is equally so. Persons who have contracted the habit of doing so, should, at least, first eat a piece of bread. The same objections apply to drinking white wine fasting.

All beer and cider of bad quality ought to be avoided.

Every person who feels himself suddenly affected by dull pains in the limbs, heaviness or giddiness of the head, a feeling of oppression, uneasiness about the chest, hæmorrhage, cholic, should immediately apply to a physician, or the next Bureau de Secours.

Persons thus affected should immediately go to bed, and take, quite hot, an infusion of peppermint and flowers of the lime tree, and heat himself by every possible means.

Prepared chloric solutions being universally recommended as a useful precaution against infection of any kind, it may be desirable to give the following simple receipt for making them.

Take one ounce of dry chlorate of lime, and one quart of water; pour a sufficient quantity on the powder to make it into paste, and then dilute it with the remainder, strain off the solution, and keep it in glass or earthen vessels well stopped; a portion of this solution should be poured into a shallow bowl, and placed in every room in the house.

The chlorate of soda is nearly as good; it is to be used in the same manner, in the proportion of one ounce of chlorate to ten or twelve ounces of water.

The Prefect of Police requests all proprietors of houses, all the physicians, and the inhabitants of the capital to make him immediately acquainted with all the cases of the Cholera that may come within their knowledge, specifying correctly the name, age, sex, profession, and abode of the persons attacked by the disease.

(Signed) "The Prefect of Police, GAGET."

Approved—"The Minister of Commerce and Public Works,

"Count d'AGOUT."

FOREIGN INTELLIGENCE.

From FRANCE there are accounts to the 5th ult.—Our own files by the Mersey reach only to the 2d.—From the Courier we take a letter from a Havre paper, giving the particulars of a *scavenger riot* in Paris. The authorities, desirous to ensure cleanliness in the streets during the prevalence of the cholera, had interfered with the *rag-gatherers* and other *grocers* in *filling* about the streets, and they accordingly were for having their three days and barricades!—but this could not last long.

The extension of the *Cholera* was more rapid than in London. The medical authorities had published through the *Moniteur* long instructions to the citizens how to receive the enemy when it appeared, and to keep off its attacks.

The *Gazette de France*, of 1st April, says, "the complication of the affairs of Belgium is almost finished, while the difficulties of that at Ancona are about commencing. The Austrian army is concentrating around the Pontifical territory, and our ministry of the 13th March is sending artillery to Ancona." The same paper thus remarks upon the state of affairs in France: "It cannot be disguised that things are hastening onwards. The men of the *just medium* desire a new Chamber, that they may obtain from it laws of exception; the revolutionists appeal to insurrection and riots. The dissolution of the present Chamber must be the result of this crisis. This result should be foreseen by the *men of the right*, and they should seriously reflect on what should be done by them in case of a general election.

"The year 1833 ought not to finish without seeing order [this, in the sense of the *Gazette de France*, means the accession of Henry V.] re-established in this country."

The *Gazette de France* of 31st March publishes the annexed declaration of Count Orloff, as just received by express from the Hague.

After setting forth the efforts loyally made by the Emperor of Russia to induce the King of Holland to assent to the 24 articles, &c., Count Orloff states to the King's Ministers that he is charged by his Imperial Majesty to make the following

Declaration.

After having exhausted all means of persuasion, and modes of conciliation in order to aid his Majesty King William to arrange amicably, and in a manner conformable to the dignity of his crown, and to the interests of those subjects who have remained faithful to him, the separation between the two great divisions of his kingdom, his Imperial Majesty recognizes the impossibility henceforth of being of any use or help to him.

However perilous the situation in which the King has placed himself, and whatever be the consequences of his isolation, His Imperial Majesty, silencing, though with inexpressible regret, the affections of his heart, will feel it his duty to leave Holland to bear alone the responsibility of the events that may result from this state of things.

Faithful to his promise, he will not co-operate in any measures of coercion that may be resorted to, to compel by force of arms the King of the Netherlands to assent to the treaty of the twenty-four articles; but inasmuch as they include the only basis upon which the separation of Belgium from Holland can be effected (subject always to the amendments that would be admissible in a final treaty between the two countries,) H. I. M. recognizes it to be both just and necessary that Belgium should remain in the actual enjoyment of the advantages resulting to her from this treaty, and especially of that which stipulates for a neutrality, already acknowledged in principle by the King of the Netherlands himself. By a necessary consequence of this principle, His Imperial Majesty cannot oppose any repressive measures which the Conference may adopt, in order to guarantee and defend this neutrality, if violated by a resumption of hostilities on the part of Holland. In such an event, if unhappily it should come to pass, His Imperial Majesty would reserve to himself, to concert with his allies, the fittest measures for re-establishing this neutrality, in order to the preservation of the general peace.

After having delivered to the King of the Netherlands the above declaration, Count Orloff asked a categorical reply. This having been in the negative, he immediately asked for his passports and proceeded to London.

Disturbances in Paris.

PARIS, APRIL 2.—We now commence a detail of facts in the order they occurred. The population of Paris, who at first considered the Cholera as an affair of little consequence, and rather apprehended exaggerated ideas of the danger which attended it, has since yesterday assumed an alarming attitude. There are large assemblages of people at the gates of the hospitals, not only of relations of the patients who are not allowed to enter the sick rooms, but of inquisitive people who come there with the view of ascertaining whether the disorder actually exists, who refuse to believe in it, and who force open the buds of those who are carried there, saying everywhere that the Cholera is a mere invention of the Government, who has poisoned both the casks of the water carriers and the tanks of the wine merchants, &c.; others say the accounts of the disease are propagated by the apothecaries and physicians, and insult them whenever they meet them.

These causes of agitation have been attended with circumstances of interest, in consequence of the measures lately taken to promote the salubrity of the metropolis, which have caused the ruin of two classes of poor people. The scavengers, who have been displaced to make way for an improved method cleaning the streets. The *Chiffoniers*,* whose calling is also destroyed, by this new method of cleaning the streets, which allows the dirt, &c. to lay but a very short time. All these people are, since yesterday, in a state of complete insurrection.

Yesterday, in the midst of the confusion produced by the assemblages of people, an attempt was made to liberate the persons confined at St. Pelagie. It had almost succeeded, the prisoners having seconded the attempt from the interior of the prison, when the municipal guard was called upon to act. The mob outside was easily dispersed; the trouble inside was not so readily allayed, and a printer, of the name of Jacobus, was killed before order was restored.

To-day still there are large collections about St. Pelagie, but steps have been taken to prevent disorder.

At all the other posts in Paris, detachments of troops are stationed. On the Boulevard, Saint Denis—they dispersed a mob who burned the new marts, and on the Quays, other crowds were driven away who were throwing these carts into the river.

[Here follows detail of the movements of the rioters during the several hours of the day.]

PARIS, April 3.—The Prefect of Police has caused the following proclamation to be posted up:—

Inhabitants of Paris!—The tranquillity which you have enjoyed for six months past, is this moment disturbed by a class of scoundrels whom the enemies of good order have succeeded in leading astray.

The new carriages employed to clean the streets of Paris have been made a pretext for tumultuous assemblages which trouble the repose of some parts of the metropolis. The *Chiffoniers* have been made to believe that the dirt and rubbish would be taken from the streets during the night, and that they would thus be no longer able to follow their calling. Notwithstanding, no alterations has been made which can at all injure them. The measures taken by the authorities have in view to preserve the interests of every one.

Other absurd stories in regard to this Cholera, have been put in circulation in the *faubourgs* by ill intentioned people, and fear has gained them belief.

Inhabitants of Paris! listen to your magistrates, who never are more sensible of what you have a right to expect from them than in those moments when their personal devotion may be of service to you.

Do not add to the bad consequences resulting from an accidental disease, exaggerated and aggravated by the enemies of your repose, the dangers of disorder, which are injurious to the precautions taking by the authorities for the benefit of the poor. Repulse with horror those men who arm themselves, to attack the public weal, with the consequences of a temporary evil: an evil which ought to produce amidst the generous population of Paris, nought but acts of devotion and charity.

The Laws will maintain order, and at the same time humanity will alleviate the public suffering.

We will perform with devotion our duties toward humanity, and with strictness what the laws prescribe to us.

We rely upon you to support the measures of the authorities against those who disturb the public peace, as well as to second our efforts in favor of the unfortunate. Help to misfortune and power to the law.—Paris, 2d April, 1833.

The Prefect of Police, Gouy.

HOME AFFAIRS.

The particulars of the awful calamity, as far as yet ascertained, which occurred the 4th inst. by the falling of the vast warehouse of Messrs. Phelps & Peck, are accurately stated in the annexed extract from the *Journal of Commerce*.

[From the *Journal of Commerce*.]

AWFUL CATASTROPHE!—About quarter before 6 o'clock Friday evening, a section of the new six story brick store of Messrs. Phelps & Peck, (corner of Fulton and Cliff streets,) embracing about two thirds of the entire building, fell down with a tremendous crash, burying under its ruins three of the Clerks, viz. Thomas H. Goddard, the celebrated Accountant, Josiah Stokes, and Alfred Seymour; also three colored men whose names we could not ascertain,—Barry Jackson, carman—and we fear, some others.

The bells were immediately rung to call out the hook and ladder companies, who assembled with their accustomed promptness, and commenced removing the rubbish, in order to rescue such of the sufferers, if any, who were still living.

Two colored men, who were in one of the upper lofts when the accident happened, were soon taken out, and carried to the apothecary shop of Dr. W. Simonson, corner of Fulton and Gold streets, where every attention was paid them which humanity could suggest. One of them was found to be very badly injured, his head being deeply cut and covered with blood, and one of his shoulders dislocated, besides other wounds, some of which appeared to be internal. His case is believed to be extremely critical. The other was not so badly hurt, his wounds being principally confined to a hand and arm, which were a good deal cut and bruised. The shoulder of the former was restored to its proper place by Dr. Simonson, and such other relief afforded as could be rendered at the moment, after which they were sent to the Hospital. We understand they are brothers-in-law, and reside in Delancy street.

In the mean time, the work of removing the rubbish was urged forward with all the energy which human sympathy could supply, a voice or voices being heard beneath the ruins, calling for help. About 8 o'clock, the carman, Mr. Jackson, was taken out, and carried to a neighboring house, where his wounds were examined by Dr. Carroll. He had supposed his arm was broken in two places, but it was found on examination that such was not the fact. His head and face were apparently much bruised, but it is believed, with proper attention he will soon recover. He was carried home to his friends in Delancy street. He must have remained under the ruins more than two hours, and remarked that during this time he considered himself, in effect, a dead man. His horse, which was standing before the store, was nearly killed, and the cart crushed to pieces.

The bodies of Mr. Goddard and Mr. Stokes have been discovered among the ruins, but as yet (1 o'clock, morning) it has been impossible to rescue them on account of the superincumbent timbers.—Mr. Stokes was found with a silver pencil in or near his fingers, with which he had been writing.—The body of Mr. Seymour has not yet been seen, but there is no doubt he shared the same melancholy fate of Messrs. Goddard and Stokes. A colored man (one of the three mentioned at the beginning of this article,) is still under the ruins, and his groans are heard at intervals,—the more piercing to those who hear them, because unable to relieve him from his horrible situation. He has now lain in this situation nearly seven hours. The efforts of the firemen and others are still continued. To facilitate their labors amid the darkness of the night, the windows of the neighboring buildings are lighted up with numerous lamps and candles.

The two partners of the firm were providentially absent when the building fell; Mr. Peck being out of the city, and Mr. Phelps left his counting room about ten minutes previous, to attend a meeting of the Public School Society.

It is worthy of remark that a meeting of a number of our most valuable citizens, which was to have been held at Mr. Phelps' counting room, commencing about half an hour previous to the disaster, failed of being held, in consequence of the non-attendance of several of the gentlemen invited. Had it been held as appointed, it would probably have continued until the fall of the building.

We need not say that such a scene as we have described, attracted to the spot an immense concourse of people, amounting to several thousands, on whose

Countenances were depicted the mingled emotions which the occasion was fitted to awaken. At some periods all was noise and bustle; and again, in the expectation of the immediate rescue of one of the sufferers a sudden and impressive silence succeeded. We trust that upon some of the assembled multitude, the lessons so solemnly inculcated will not be lost.

Postscript, 2 o'clock.—The black man whom we have mentioned as being still alive under the ruins, was taken out about half an hour since, and carried to Mr. Samuel B. Harper's, Cliff street, where he is attended by Drs. Wm. Smith, Carroll, and M'Clay.—They inform us that his skull is fractured, and that his recovery is doubtful. He appears to have received no other essential injury. His name is Tom Weeks—resides at 19 Delancy street.

THE FULTON-STREET RUINS were the scene of intense curiosity yesterday. The authorities had very properly caused a fence to be put up around them, and police officers are in attendance all the time. The humane labors of searching for those who might yet be buried beneath the masses of bricks, timber, and goods, were continued; and the general result is well stated in the following extract from the *Gazette*—

In addition to the individuals who escaped uninjured from the building, as before published, we have to record the name of Mr. George Bannister, a clerk in the establishment. This gentleman was, at the time of the accident, attending to some business in a small room situated on the second floor, in the western corner of the building. When he heard the crash and the tumbling in of the walls, he sprung to the door, which was open, and instantly discovered that all attempts to escape at that moment would be fruitless; he therefore remained stationary, expecting every instant that the remaining part of the building would crumble into a heap of ruins. In a few minutes, however, he recovered sufficient self-possession to move towards the front part of the store on Fulton-street, and approached one of the windows with the intention of effecting his escape in that direction, which appeared to be the desire of the females in the houses on the opposite side of the street, who waved their handkerchiefs to him, fearful that the remaining portion of the roof hanging over the building would fall, and carry the rest of the premises with it. He however returned to the rear, passed down the stairs, and came out through the cellar door.

Besides Mr. Bannister, there were four other persons in that part of the edifice which is still standing, all of whom were laborers, and three of them colored men, who escaped without injury. One got out of a window in the fourth story and slid down by the gutter into the street, and the others descended by the stairway and escaped through the cellar, without injury.

Respecting those persons who were rescued alive, we learn the following particulars:—Wanton Barney, (not Barney Jackson, as some of the papers called him,) the carman, who was extricated from the ruins about two hours after the accident, has only received a few slight bruises about the face and body. He was out yesterday, and is comparatively well. The two colored men who were taken out shortly after the accident, one of them (John Thurston,) was conveyed to the Hospital. We saw him at half past three o'clock, yesterday afternoon, and are happy to state that he is doing well, having only received a few bruises. The other man, brother-in-law of Thurston, was carried to his own home, and has received very trifling injury.

The colored man who was taken out at 1 o'clock on Saturday morning, as stated in our last, was conveyed to the Hospital about 6 o'clock, A. M. He is very much bruised about the head, and is almost insensible. He is in a very dangerous situation, but we learn from one of the physicians of the Hospital that his case is not entirely hopeless. His name is Thomas Weeks.

The last mentioned persons are the only two that have been carried to the Hospital. The report, therefore, that a man had died there is erroneous.

The white man taken from the ruins dead about 1 o'clock on Saturday morning, was named James Patterson, and was the Porter of the store.

The corpse of a colored man whose name we could not ascertain, was carried to the Alms-house on Friday evening.

We now come to the result of the examination of the ruins on Saturday, which are of the most melancholy character. About 11 o'clock in the morning

the dead bodies of two colored men were taken out and conveyed to the Alms House. We did not learn their names. In about half an hour afterwards, the body of Mr. Goddard, the book-keeper, was removed in a dreadfully mutilated state, and in a short time thereafter, those of Messrs. Stokes and Seymour, two of the clerks, were also taken out, very much lacerated and disfigured. That of the former was conveyed to his residence No. 27 Gold street, where it was received by his agonized widow and children. The bodies of the two latter were conveyed to the residence of Mr. Thomas Stokes, the father of Mr. Josiah Stokes, No. 43 Sixth-street.

The body of Mr. Brower, of the firm of J. & A. Brower, tin plate workers, of Wappinger's Creek, was also taken from the ruins on Saturday afternoon. Mr. Brower had, as we learn, just been paying a bill and was retiring from the store at the time of the accident. There is a peculiarly melancholy interest attached to the death of Mr. Brower, in the fact that at the very moment in which he lost his life, his wife was waiting for him to accompany her to the steamboat, on their way home.

We have thus recorded the names of all the persons who have been taken from the ruins, from which it appears, that three were rescued uninjured, viz. Messrs. O'Neal, Pitkin and Bannister, three slightly injured, viz. Wanton Barney, and two colored men, and one colored man seriously injured; and that eight were killed, viz. Messrs. Goddard, Stokes, Seymour, Brower, Patterson (the porter,) and three colored men: making a total of fifteen, already accounted for.

Added to these are the four laborers who escaped from the rear building uninjured, which increases the number of persons to nineteen. This makes up the whole number that was supposed to be on the premises at the time of the accident. The general impression, therefore, that several other persons were still buried in the ruins, will we trust prove to be erroneous.

The report in one of the evening papers of Saturday that a captain of one of the Charleston packets, and a Mr. Avery, of Connecticut, were in the building, was, as far as we can ascertain, erroneous.

The preceding statement will, we have no doubt, prove to be correct, and we now have to notice the exertions of the civil authorities on this melancholy occasion, which are worthy of all praise. Early on Saturday morning a strong detachment of officers was sent to the spot from the Police Office for the purpose of protecting property and preserving order. They were unremitting in their exertions, and, aided by the citizens, were completely successful. In order, however, to keep off the immense crowd, who were attracted to the spot by idle curiosity, it became necessary to erect barriers on the four avenues to the scene of destruction, viz: on Fulton and Cliff streets, which proved effectual.

On Saturday the exertions of the officers and others were chiefly directed to the discovery and removal of the bodies of the unfortunate individuals buried in the ruins, the result of which is stated above. Yesterday there was a large number of persons employed in removing the property and conveying it to other warehouses; and in the course of the day nearly all the cotton in that portion of the building still standing was taken out. A vast quantity of iron wire, copper &c. was also taken from the ruins and carried away to safe places of deposit. A large quantity of wine, (or storage) was also removed from the cellar. We understand that there were upwards of 3000 bales of cotton in the store, weighing about 1200,000 pounds, besides a vast quantity of tin plates, iron wire, copper, &c.

The funeral obsequies of Messrs. Goddard, Stokes, and Seymour, were attended yesterday by crowds of sympathizing mourners.

The family of Mr. Goddard, a meritorious and useful citizen, is, it is said, left in a very destitute condition. These disposed to contribute to their relief will find subscription papers, as we are requested to say, at the offices of the *Journal of Commerce*, of the *Commercial Advertiser*, and of *William A. Mercein*, 240 Pearl-street.

The first shock given to the public mind by this awful calamity, is now naturally succeeded by proportionate anxiety to ascertain its causes. Rumors of course are abundant. Among them it is probable that the following are well founded.

1st. That the building, which was six stories high—covered a space of more than 70 by 60 feet—and had only the four external, and no partition, walls—was put up by contract too cheaply, (at \$5000 less than some of the bids for the job.)

2. That it was put up in part during the frost—having been only commenced last October—and hence, even with better materials as to mortar, &c., the cohesion would have been imperfect.

3. That it was entered upon too early; and before the building was in a fit state, even if it had been most substantially constructed, it was overloaded with exceedingly heavy articles, such as pig lead, tin plates, iron ware, &c., and many hundred bales of cotton, which, in order to its closer stowage, was, it is averred forced in with screws, as it done in stowing cotton on board ship.

4. That the builder and some experienced merchants had intimated to the owner the danger of thus overloading a building yet green; and that he himself had perceived that the walls had in part bulged, but still apprehended no danger.

These facts, if such they should prove to be, will account, without difficulty, for the fearful catastrophe, which, even yet, it is scarcely possible to think of, without feeling the blood curdle at the heart.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, May 3.

In the Senate, a message was received from the President of the United States, transmitting two treaties concluded between the United States and the Government of Mexico. The resolution reported from the Committee on the District of Columbia, for the appointment of a Committee of three, to consist of two members of the Senate, and one of the House of Representatives, to frame a code of civil and criminal laws for the District of Columbia, was agreed to. The bill for the establishment of certain Post Routes, and for the discontinuance of others, was taken up, and some of the amendments reported from the Senate Committee, were agreed to. At one o'clock, the consideration of the Pension Bill was resumed, and Mr. Hayne spoke two hours and a half in conclusion of his speech in opposition to the bill. The general appropriation bill was then taken up, and, on motion of Mr. Smith, the Senate receded from the amendments disagreed to by the House of Representatives.

In the House of Representatives, Mr. Adams, from the committee on Manufactures, moved that 6000 copies of the Report of the Secretary of the Treasury upon the Tariff, together with sundry documents accompanying it, be printed, which was agreed to. Mr. Doddridge, from the committee on the District of Columbia, reported a bill for changing the course of Tiber creek, and for other purposes. Mr. Mercer, from the committee of Internal Improvement, reported a bill to incorporate the St. Francis Road Company in the Territory of Arkansas. Mr. Plummer concluded his speech on the motion of the Judiciary Committee, respecting the collector of the port of Wicasset. The engrossed Revolutionary Pension Bill, was read a third time. Mr. Wilde, after making some remarks, moved the bill be indefinitely postponed, which was lost—aye 45, noes 128. The question—*shall this bill pass?* was then taken, and carried—aye 128, noes 46. The amendments to the general appropriation bill, returned from the Senate, were taken up and disposed of. An act for the relief of R. G. Morris was read a third time and passed. The bill making appropriations for sundry Internal Improvements for 1832, was then taken up in committee of the whole on the state of the Union. The amendment presented by Mr. Verplanck, on a former day, including a large number of objects, was taken up and discussed in detail. Several propositions to amend its items were lost, when, without taking the question upon the amendment, the committee rose and reported progress, and the House adjourned.

Thursday, May 4.

In the Senate, the bill establishing certain Post Offices and Post Routes and discontinuing others, was taken up. Some progress was made in the amendments reported from the committee. Mr. Bibb moved to amend the bill by adding a provision that from and after the 31st of July next, no postage should be charged on newspapers. Messrs. Bibb and Clayton supported the motion, and Mr. Grundy opposed it. Mr. Foot moved to amend the amendment by reducing the postage on letters to the rate established previously to the late war. Mr. Grundy took the floor, and after speaking more than an hour on the subject, gave way to a motion to adjourn.

In the House of Representatives, Mr. Wickliffe, from the committee on the public lands, presented sundry statements from the Treasury Department relating to the report recently made by said com-

mittee, and which were not prepared at the time that it was laid before the House. Mr. Clay moved that 10,000 extra copies of the report and accompanying documents be printed. Mr. Vanes proposed an amendment providing for the printing of a like number of the report on the same subject, made by the committee on manufactures in the Senate, which was agreed to, and the proposition thus amended was adopted. Mr. Polk moved that 10,000 extra copies of the report of the committee appointed to examine into the affairs of the Bank of the United States be printed. The motion was objected to. Mr. Polk moved to suspend the rule, which was decided in the negative—yeas 110, nays 67—two thirds being necessary. Mr. Polk, from the select committee, to whom was referred the apportionment bill, and the amendment of the Senate thereto, made a report adverse to the Senate's amendment, both as to constitutionality and expediency; which was directed to be printed, and the subject was made the special order for Monday next. Mr. E. Everett, from the minority of said committee, gave notice that a counter report was in a state of preparation.

Case of General Houston.

Mr. Key resumed his argument in defence of the accused, which he finished after speaking about two hours. Gov. Houston then rose, and expressed a wish to be heard in his own defense, to which the assent of the House was given. He then expressed a preference to proceeding to-day, but on the motion of Mr. Doddridge, who suggested that the business of the District of Columbia was assigned for this day, further proceedings in the case were postponed to Monday next, at 12 o'clock.

The Speaker laid before the House a communication from the Secretary of the Treasury, accompanied with sundry additional documents relative to his late report upon the Tariff. The House then went into committee of the whole on the state of the Union, upon the bill making appropriation for sundry internal improvements for 1832. The bill was gone through, and the committee rose and reported it and the amendments to the House, which then, at half past five o'clock, adjourned.

Friday, April 4.

In the Senate the following bills were passed: the bill authorizing the Secretary of the Treasury to compromise with the trustees of firm of Thomas H. Smith & Son; the bill authorizing the Secretary of the Treasury to settle the accounts between the U. S. and the Farmers' and Mechanics' Bank of Indiana. The bill in addition to the act to provide for certain persons engaged in the land and naval services of the United States during the revolutionary war was read the second time and referred. At one o'clock, the bill establishing certain post routes, and discontinuing others, was taken up as the unfinished business, when Mr. Foot withdrew his amendment proposing a reduction of postage on letters. Mr. Grundy then resumed his remarks in opposition to Mr. Bibb's amendment abolishing the postage on newspapers, and when he had concluded, Mr. Holmes took the floor in support of the measure, and spoke till the hour of adjournment, without concluding his remarks. The Senate adjourned over to Monday next.

In the House of Representatives, the time of the adjournment of one day for the purpose of carrying into effect the arrangements for the better ventilation of the Hall, was postponed until Friday next. The House afterwards went into the consideration of the bills appertaining to the District of Columbia; and took up the bill for the construction of an aqueduct across the Potowmack river, above Georgetown, in connection with the canal to Alexandria, occupied the whole day. It was proposed in the two different shapes, of first a grant of \$120,000, and secondly a subscription, on the part of the United States, of \$125,000 to the stock of the Canal Company. The former proposition was rejected, ayes 64, nays 87; the latter was rejected by a vote of ayes 61, nays 76.

[FROM OUR CORRESPONDENT.]

Saturday, May 5th.

The Senate did not sit.

In the House of Representatives, after some routine business had been disposed of, on motion of Mr. Carr, a bill from the Senate, authorizing the Secretary of the Treasury to adjust some existing accounts between the United States and the Farmers' and Mechanics' Bank of Indiana, was referred to the Committee on the Judiciary.

Mr. Slade having the floor, addressed the House in the case of the Collector of Wiscasset. Further

proceedings were postponed, before he had concluded. Thereupon, Mr. Sutherland moved that the rule of the House—this day being set apart for private business—should be suspended, in order to finish the bill making appropriations, commonly called the internal improvement bill. The rule being accordingly suspended, the several appropriations, viz.

For completing the pier and mole at Oswego,	\$19,000
For removing obstructions at Sodus Bay,	17,000
For improving the entrance of the River,	16,000
For completing the pier at Buffalo,	10,300
For completing the works at Black Rock,	5,000
For completing the works at Dunkirk,	10,200

and for the other places, (all of which have been heretofore stated in this paper) were severally discussed, and, having been agreed to in committee, the House again finally concurred therein.

Two amendments making appropriations for the improvement of the Arkansas River, \$15,000, and for the extension of the Detroit and Chicago road, \$2,000, were also, on motion of Mr. Sevier, severally agreed to.

On motion of Mr. White of Louisiana, an amendment was agreed to, that the improvements contemplated on the Ohio and Mississippi-rivers, and for which \$50,000 were appropriated, should be extended henceforth below New Orleans; so as to aid in deepening the bar, and make other improvements up to the Gulf of Mexico. As there were other amendments submitted, upon which a protracted discussion was likely to ensue, the House did not act definitely on the bill; and a motion for adjournment until Monday [this day] prevailed.

Monday, May 7.

In the Senate a resolution was adopted calling upon the Secretary of the Treasury for a statement of the amount of the duties which will be repealed by the tariff prepared by him and by the bills reported from the committee of manufactures of the Senate. The bill establishing certain post routes and discontinuing others was taken up, the question being on the amendment abolishing postage on newspapers. Mr. Holmes resumed the speech in favor of the amendment which he commenced on Friday last, and, after speaking two hours and fifteen minutes without concluding, he gave way to a motion to adjourn.

In the House of Representatives, several petitions and memorials were presented and referred. Mr. Cambreleng, from the Committee on Commerce, reported a bill making an appropriation for a Marine Hospital, at Portland, in Maine, which was read twice and committed to a Committee of the Whole on the state of the Union. Mr. Cambreleng, from the same Committee, reported a bill authorizing the Secretary of the Treasury to permit a wharf to be built near the site of the light house at Stratford Point, Connecticut, which was read twice and ordered to be engrossed for a third reading. Mr. Everett, from the minority of the Select Committee, to whom was referred the bill for the Apportionment of Representatives, and the Senate's amendment thereto, made a counter report, accompanied by an amendment to that proposed by the Senate, which was committed and ordered to be printed. Mr. Ashley offered a resolution directing the Committee on Indian Affairs, to inquire into the expediency of making an appropriation to treat with the several tribes of Indians residing within the limits of the States of Missouri and Illinois, with a view to the extinguishment of their title to land and removal from the limits of said States, which was agreed to. The resolution heretofore offered by Mr. Wilde on the subject of coins, was taken up and agreed to. The resolution heretofore proposed by Mr. Drayton, directing the Secretary of War to revise the several laws in relation to the Army of the United States, make a digest of the same, and lay it before Congress at its next session, was also agreed to. The resolution presented on a former day by Mr. H. Everett, after being modified so as to call on the Post Master General for certain information in relation to contracts for furnishing post office stationery, was briefly debated by Messrs. Everett, R.

M. Johnson, and Speight, when Mr. Whittlesey, of Ohio, moved an amendment for the appointment of a Select Committee to inquire into the affairs of the Post Office Department generally, with power to send for persons and papers, which amendment was debated by Messrs. Whittlesey, Crawford, and R. M. Johnson. Before the latter had concluded his remarks, the hour allotted to morning business expired.

Trial of Gen. Houston.

Gen. Houston, according to order, was then placed at the bar of the House, when he commenced his defense and spoke near two hours. When he had concluded, Mr. Larper, of N. H., offered a resolution directing Samuel Houston to be discharged from the custody of the Sergeant-at-Arms. Mr. Huntington moved an amendment by way of substitute, declaring that the accused had been guilty of a contempt and breach of the privilege of the House, which he supported by a speech of about one hour and a half in length. Mr. Polk then rose to address the House, but gave way to a motion, by Mr. Ingersoll, that further proceedings in the case be postponed to this day, 11 o'clock, which was carried, when the House adjourned.

Tuesday, April 8.

In the Senate, the resolution offered by Mr. Foot, requesting the President to communicate to Congress, at the next session, a plan for the re-organization of the Treasury Department, with a view to a reduction in the number of officers employed, was considered and agreed to. Mr. Dickerson moved that the bill to appropriate, for a limited time, the proceeds of the sale of the public lands among the several States, be now taken up, but he withdrew it upon the suggestion that the Senate was not full.

The Post Office Bill was taken up, and Mr. Holmes resumed and concluded his speech in favor of the amendment abolishing postage on newspapers. Mr. Grundy followed in reply to Mr. Holmes, and Mr. Bibb commenced a speech in favor of the amendment.

In the *House of Representatives*, the whole sitting was spent in the discussion of the case of Gen. Houston. Mr. Polk went into an elaborate argument upon the constitutional principles assumed by the House in taking cognizance of the case—which he said were identical with those grounds of necessity upon which the alien and sedition laws were placed, and which had been exploded by the general sense of the people.

He was followed by Mr. Ellsworth, who contended that all deliberative assemblies, as well as courts, possessed this power of punishment for contempt from necessity. He illustrated his argument by the opinion of the Supreme Court, in the case of *Anderson vs. Dunn*, and cited a variety of other cases to that point.

Mr. Drayton said his views of the power of the House did not accord with those of Mr. Polk, the upon the testimony before the House in the present case, he was opposed to the amendment, and in favor of the original resolution discharging General Houston. The necessary privilege of members only extended to their duties in the House. Whatever took place from other causes was unprivileged and belonged to the ordinary tribunals. He had voted in favor of taking Gen. Houston into custody, on the ground that the affidavit of Mr. Stanberry had expressly stated the assault to have been committed by reason of the discharge of his duty here. The facts in evidence had presented a different case—one that had nothing to do with the privileges of the House.

Mr. E. Cooke supported the amendment at length. When he had concluded, Mr. Doddridge said he wished to deliver a short opinion in the case, which he was not inclined to do to empty seats; he therefore moved that further proceedings be postponed till to-morrow, at 11 o'clock, which was carried, and the House adjourned.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

Horatio Sprague, to be Consul of the United States, at Gibraltar, in the place of Bernard Henry.

Nathaniel Pearce, of Maryland, to be Consul of

the United States, at Bremen in the place of Frederick J. Wichehausen.

SLAVE TRADE.—A letter from Havana, under date of April 10th, to a gentleman in Baltimore, mentions that a Spanish Slave, with 200 Slaves on board, had been captured the day before, by an English sloop, and brought into that port as a prize.

Love passes to a woman's heart through her ears, and from her heart through her eyes. *Love* passes to a man's heart through his eyes, and from his heart through his lips.

NAVAL.

Extract of a letter from Com. James Biddle, commander of the U. S. squadron in the Mediterranean, to the Secretary of the Navy, dated Syracuse, February 1st, 1832.

"It may perhaps be not uninteresting to you to learn that the whole number of persons in this squadron, exclusive of commissioned and warrant officers, is eleven hundred and seven, and that of this number eight hundred and nineteen have stopped their allowance of spirits, receiving money for it under your general order of the 15th of June last. To encourage these men to persevere, and to entice others to follow their example, the grog money is paid regularly and at short periods. On board the John Adams, as you will perceive from the accompanying papers, not a man draws his allowance of spirits."

Schooner Experiment.—The Schooner Experiment which has lately been built and equipped at the Navy Yard in this city, was visited the week past by the President, the Heads of Department, the Navy Commissioners, and many other gentlemen.

Her model and structure are entirely new for vessels of war, as her name implies; but she exhibits much elegance in appearance—contains great accommodations for a vessel of her class, and draws, we believe, not over eight feet of water.

The officers on board are as follows:

Lieut. Merwin, commanding.

Lieutenants T. M. Buchanan, J. M. Watson.

Sailing master Marbury.

Purser, Southall.

Assistant Surgeon, Powell.

Midshipmen, Steele, White, Forest, Rockenbrough.

She sails for Norfolk, Annapolis, and Baltimore, chiefly for a trial for qualities, and will then return to this Yard to undergo any changes in her works or equipments, which may be found necessary or expedient. —[Globe.]

List of officers on board the United States' ship Ontario, arrived in Hampton Roads, from Gibraltar:

William L. Gordon, Master Commandant Lieutenants—George N. Hollins, Samuel F. Dupont, Alexander G. Gordon, John Graham, Charles H. Davis. Acting Surgeon—Samuel W. Ruff. Sailingmaster—J. J. Boyle. Purser—Francis G. McCauley. Midshipmen—Francis Huger, Robert J. Ross, William Chandler, Charles Haywood, E. R. Thompson, William S. Young, B. J. Moeller, R. E. Johnson, Bushrod W. Hunter, George Macomber, J. T. McLaughlin, William Leigh, John Bannister. Captain's Clerk—Valentine Rumley. Acting Sailor—John V. Hall. Gunner—Samuel G. Citz. Boatswain—George Blanchard.

Passengers—Lieut. Edward W. Carpenter; Midshipmen, Richard W. Meade, S. A. Washington, C. Pryor, F. W. Gray, George Lansing.

The Ontario, at Norfolk, left at Syracuse, March 4th, the Brandywine, Com. Biddle; John Adams, Captain Voorhees; Boston, Capt. Storer, and Concord, Captain Perry, all well—the latter to sail in a few days for Alexandria (Egypt). Dr. William Tyler, Surgeon of the Concord, died previous to the sailing of the Ontario,—Midshipman Geo. T. Crump, of Va., who was returning from the Brandywine, died on board the Ontario, on the passage.

Westpoint.—We are enabled by the kind attention of a friend to lay before our readers the annexed list of the individuals who have been invited by the Secretary of War to attend as a board of visitors at the examination of cadets, which commences on the first Monday of June next. The duties of this annual board are, according to the General Army Regulations, "to attend at the Academy during the annual examination in June, for the purpose of ascertaining the progress and improvement of the cadets in the several branches of study and instruction; of examining into the state of police and discipline; and of inspecting generally the management of the institution; concerning all which, they will make their report to the Secretary of War."

Names of individuals who have been invited:

Gen. W. H. Harrison, Ohio.

Jno. H. Eaton, Esq., Tennessee.

Jesse Wharton, Esq., Tennessee.

Dr. J. Moorman, Virginia.

J. Camack, Esq., Georgia.

Rev. J. M. Noel, Kentucky.

H. L. Ellsworth, Esq., Connecticut.

William Hunter, Esq., Rhode Island.

Rev. W. Fisk, Connecticut.

H. Peterkin, Esq., Pennsylvania.

Capt. P. Fritty, Pennsylvania.

Gov. B. Pierce, New Hampshire.

Dr. W. J. McNeven, New York.

E. Schroeder, Esq., North Carolina.

A. G. Garrison, Esq., Missouri.

Gen. Thomas Lyman, Massachusetts.

Col. G. C. Dromgoold, Virginia.

Major Gen. Alexander Macomb, U. S. Army.

Major Henry Whiting, U. S. Army.

Dr. Samuel B. Smith, U. S. Army.

The two Boards of the late Common Council convened yesterday morning at 11 o'clock in their respective chambers, for the purpose of a final adjournment.

BOARD OF ALDERMEN.

Alderman Palmer offered the following resolution, which was *unanimously* adopted:

Whereas the term of service of the members of the present Board of Aldermen is about to expire, and the Board being desirous of expressing their sentiments of the services of their President, *Resolved*, therefore, *unanimously*, that this Board have been highly satisfied with the intelligent, impartial, and courteous manner in which SAMUEL STEVENS, Esq., their President, has conducted the business of this Board during the past year; and they beg him to accept of their assurances of respect, and of their best wishes for his future happiness and prosperity.

Alderman Stevens thereupon rose and addressed the Board as follows:

"*Gentlemen*: I rise to return you my thanks for the approbatory Resolution which you have just passed. The term of service for which you appointed me your President, and the term of my service in the Councils of the City, is now expired.

"When I accepted the office of President, to which your partialities rather than any political or other inducement led you to appoint me, I promised that the duties of the office should be performed with impartiality;—it has been my endeavor so to perform them, and your Resolution is the more flattering to me, as it leads me to believe that I have made good my promise.

"In terminating a long period of public service, in much of which I have been associated with those now around me, it gives me great satisfaction to be able to remark, that though we have acted on many important and exciting subjects, yet I am not aware that they have created with any of you, and certainly they have not with me, any feelings but those of mutual esteem and respect.

"To those of you who, like myself, are now about to leave the City Councils, to attend more exclusively to your individual concerns, I wish every prosperity.

"To those of you, gentlemen, who remain, permit me to make a few parting remarks.

"You will be an influential, perhaps a controlling portion of the government of a city, equal in population to several of our smaller States, and expending more money, necessarily too, than all the rest of the State. The clashing and contending interests of this community you will be frequently called upon to settle, and on a firm, judicious, and independent discharge of this duty, will our rights as citizens mainly depend. I cannot doubt they will be in safe hands.

"Before leaving you, permit me in this public manner to record and perpetuate my strong conviction that the prosperity, health and security of our city require, and that we have the ability to procure, an ample supply of good water.

"Excuse me too, gentlemen, in another remark. Many years since we built a fever hospital at Bellevue, to be used in case of emergency. The increased wants of the city have turned it into a lunatic asylum, and our increased population, perhaps never more exposed to pestilence from abroad, has not at this moment the hospital accommodation for a single extra sick man; for the hospital on Staten Island was intended, and would, in case of any unusual pestilence or disease, (which, however, may Providence avert from our hitherto highly favored city,) be fully occupied by foreign sick; and the New York Hospital is always filled with the usual cases of sickness and of accidents, always occurring in our city. As the guardians of the health, and especially of the poor, of the city, the suggestion will receive all the consideration it deserves.

In conclusion, permit me to remark, that if any of you should hereafter suppose that I possess any information in relation to our city concerns, desirable for you to receive, I shall always be happy to attend

your Committees and to cheerfully communicate the same.

Gentlemen, I wish those of you who are to remain in the Board, a term of service pleasant and agreeable to yourselves, and beneficial to the community. And to those who are to retire, I bid, on this severance of our municipal connection, an affectionate farewell."

The Board then adjourned, *sine die*.

BOARD OF ASSISTANTS.

The following Preamble and Resolution were offered by Mr. Robertson:—

Whereas, the members of this Board are about separating, and some of us perhaps forever,

Therefore *Resolved*, as the sense of this Board, that we return our sincere thanks to JAMES B. MURRAY, Esq., for his urbanity of manners, impartiality of decision, and promptness in the execution of his duties as President of the Board.

The resolution was adopted unanimously. Mr. Murray then rose, and addressed the Board as follows:—

"*Gentlemen*: In rising to return you my grateful acknowledgments for this kind testimony of your approbation, I cannot but feel how much is really due to your own courtesy in aid of my labors.

"I except not a single individual whom I refer to your marked obduracy to the rules and orders of the board; rarely calling for my interference in their support, and to your general zeal in performing the duties committed to you by your constituents. To the operation of these causes, and to the industry and fidelity of the officers of the Board, is credit mainly due, and by me they are highly appreciated.

"Gentlemen, we are this day called to separate in our official relations,—some to act in the present, others in a higher board of the City Government, and some to resume their less responsible stations in the private walks of life. To all I tender an affectionate farewell. That an over-ruled Providence may smile upon your public and private pursuits, blessing you in your business and your families, is my sincere and fervent prayer."

The Board then adjourned, *sine die*.

At 12 o'clock, the Mayor entered the Common Council Chamber, and administered the oaths of office to the gentlemen composing the new Board, who are as follows:

WARDS. ALDERMEN.

1st. John Y. Cebra.

2d. Peter Sharpe.

3d. William Mandeville.

4th. George E. Smith.

5th. Myndert Van Schaick.

6th. John R. Rhinelander.

7th. James R. Whiting.

8th. Erastus Barnes.

9th. Henry Moiga.

10th. John Palmer.

11th. Henry P. Robertson.

12th. Charles H. Hall.

13th. James Palmer.

14th. Thomas T. Woodruff.

15th. James B. Murray.

ASSISTANTS.

John J. Labagh.

William Van Wyck.

James Monroe.

Charles G. Ferris.

David Banks.

Denis McCarthy.

Thompson Price.

Jeremiah Towle.

George Sutton.

Peter S. Titus.

Francis Fickett.

William W. Holly.

James Riker.

Samuel Dunshee.

George Bruen.

Those in Italics are new members.

The Board of Aldermen having thereafter been called to order by Alderman Cebra, on motion, they proceeded to the election of a President—Aldermen Sharpe and Robinson being chosen tellers. On the fortieth ballot, Henry Moiga, Alderman of the Ninth ward, having received a majority of all the votes, was declared duly elected President for the ensuing year.

THE BOARD OF ASSISTANTS.

William Van Wyck was elected President by a unanimous vote, and Beaj. Crane was re-appointed Clerk.

The May term of the General Sessions commenced on Tuesday. Present, the Recorder, and Aldermen Lamb and Moiga. The persons sworn and affirmed as the Grand Jury, are the following:

John R. Peters, Foreman.

William Waring Nathaniel Weed.

William Edmunds Isaac Dyckman.

Samuel Millbanks William Westerfield.

Nathan M. Bartlett Thomas Lawrence.

Joshua S. Underhill Austin Melvin.

Thomas Barker Peter Coutant.

Edward Taylor Townsend Harris.

Joseph Hill Timothy Dewey.

The calendar is small this term, only 36 in prison; but there are 175 cases of persons on bail.

The trial of the conspiracy against the Rev. Dr. Phillips, is set down for Wednesday.

Mr. DICKERSON'S TARIFF BILL reached us this morning in the Telegraph. We can only give an abstract of its provisions:

Sec. 1. limits credits on duties from 1st January next, to four months; and from 1st January 1834, abolishes all credit, and requires cash payment of duties on entry.

Sec. 2, establishes that after 1st January next, in calculating duties, the pound sterling shall be valued at \$4.80.

Sec. 3, that after 1st January next, on all articles (with certain exceptions hereinafter enumerated) subject to higher *ad valorem* duties than 25 per cent., or if specific, or part specific, and part *ad valorem*, higher than they would be at 25 per cent. *ad valorem*, the duties shall be reduced 10 per cent., and on 1st January 1834, 10 per cent. more; provided that in no case the duties shall be lower than 25 per cent. *ad valorem*.

Sec. 4. And be it further enacted, That all articles imported into the United States, manufactured in whole of sheet, rod, hoop, bolt, or bar iron, or of iron wire; or of which sheet, rod, hoop, bolt, or bar iron, or iron wire, shall constitute the material of greatest value, shall be rated as sheet, rod, hoop, bolt, or bar iron, or iron wire, as the case may be, and pay a duty accordingly; except such articles as by law are, or may be, subject to a greater amount of duty: And provided, That manufactures of such sheet, rod, hoop, bar, or bolt iron, or iron wire, shall, in no case, be less than twenty-five per centum *ad valorem*; all parts of anchors and parts of other manufactures of iron, shall be subject to the same rates of duty as such anchors or other manufactures are subject to when completed. All pieces of bar, bolt, rod or hoop iron, imported as scrap iron, more than six inches in length, shall be rated as bar, bolt, rod or hoop iron, as the case may be, and pay a duty accordingly. All old iron shall be subject to the same duty as scrap iron; and nothing shall be considered as old iron except articles manufactured of iron, and so worn or injured by rust as to be of no use, except for the purpose of being remanufactured. All vessels of cast iron, and all castings of iron, with handles, rings, hoops, or other additions of wrought iron, shall be subject to the same rate of duty as such cast iron vessels or other castings, respectively, are subject to. All iron in pigs, cast iron, and castings of iron, and anchors, and chain cables, shall remain at their present rates of duty; and no iron, or manufactures of iron, shall be admitted at a less duty than twenty-five per centum *ad valorem*.

Sec. 5. Brown sugar to remain as at present; and on all syrups or preparations, liquid or dry, to make loaf, lump or brown sugar, the same duties as on those articles respectively.

Sec. 6. From 1st January next, duty on *bombazines* and *worsted stuff goods*, and on *linens*, *bleached* and *unbleached*, 15 per cent. *ad valorem*. On *silks* from India — *ad valorem*, and on other silks — on *vials* and *bottles* for apothecaries and perfumers, duties varying from \$2.25, \$2.50 to \$3.25 per gross.

Sec. 7. On *wines* from France, as per treaty, to take effect from 2d February last, (the day of ratification,) those duties to be again reduced one half on 1st January next; and on all other *wines* to be reduced one half at the same time.

Sec. 8. From the passing of this act, duty on *unwrought flax* 5 per cent. *ad valorem*; and from 1st January next, on *sail duck* 10 cents per square yard.

Sec. 9. From 1st January next, on *cotton bagging*, of whatever weight and under whatever name, 4 cents the square yard.

Sec. 10. From 1st January next — duty on unwrought hemp; and from the passing of this act, a drawback of *three-fourths* of the duty to which imported hemp is liable, on all hemp manufactured into tarred cordage, and used in the rigging of vessels of the United States.

Sec. 11. From 1st January next, on manufactures of wool, or of which wool is a component part, (except carpeting, blankets, *worsted stuff goods*, *bombazines*, *hosiery*, *mits*, *gloves*, *caps*, and *bindings*,) not exceeding in actual value at the place of manufacture, 10 per cent. *ad valorem*.

whence imported 50 cents per square yard, a reduction of 10 per cent. on present duties for one year; and thereafter a further reduction of 10 per cent. on the reduced rate of duties. All such manufactures (except as aforesaid) exceeding 50 cents, and not exceeding \$2.50, shall be taken to have cost \$2.50, and be chargeable with the present duty till 1st January next; then a reduction of 10 per cent. for one year, and a further reduction of 10 per cent. afterwards. All exceeding (except as before) \$2.50, subject to 45 per cent. *ad valorem* till 1st January next; then to 10 per cent. reduction; and at the end of the year to another 10 per cent. Provided that, from 1st January next, the duties upon all milled or fulled cloths and kerseys, of which wool is the only material, the actual value of which, at the place whence imported, shall not exceed thirty-three and one-third cents the square yard, shall be five per centum *ad valorem*, and no more.

Sec. 12, and last.—All manufactures imported, upon which drawbacks or bounties are allowed by the country whence imported, shall, in addition to the duties otherwise imposed, be subject to duties equal in amount to such drawback or bounties.

POSTAGE ON NEWSPAPERS.—The document in our columns to-day from the Post-master-General, on this subject, puts the abolition of this postage upon such grounds as to render its expediency, we confess, very doubtful.

Letter from the Postmaster General, upon the subject of Postage on Newspapers, Pamphlets, &c.

POST OFFICE DEPARTMENT,
10th January, 1832.

SIR: I have the honor to acknowledge the receipt of your letter, enclosing the resolution of the House of Representatives, relative to "the expediency of abolishing the postage on newspapers and periodicals;" in which you inquire the amount of "nett revenue arising from this source, and the amount of each, separately;" also "my opinion upon the propriety of adopting this measure, having a due regard to the prosperity of the department; with any other information which may be useful to the committee in forming a correct opinion on the subject."

To the first inquiry, I will observe, that the accounts of postages on newspapers and pamphlets are kept together without distinguishing one from the other. The commission to postmasters is the same on both, and no occasion has ever arisen for separating them on the books of the Department. The postage on pamphlets which are not periodical is very inconsiderable. The intention of the law appears to have been to discourage their transmission by mail, except in cases where it might be regarded as a matter of considerable interest; and the object is accomplished. The postages on newspapers and pamphlets arise principally on the former, probably more than four-fifths of the whole. The remainder is almost entirely on periodical pamphlets.

The gross amount of postage on newspapers and pamphlets for the year ending June 30, 1830, was \$196,606.34

That for the year ending 30th June, 1831, was 223,485.01

The increase in one year, was \$26,878.67

The commission allowed to postmasters on newspapers and pamphlets is 50 per cent. on the gross amount; but by reserving to the department the fractions of cents, the nett proceeds are a little more than one half of the gross amount.

The nett proceeds of postage on newspapers and pamphlets for the year ending June 30, 1830, amounted to \$98,513.44

For the year ending June 30, 1831, to 112,111.22

Increase of nett proceeds in one year \$13,597.78

To the second inquiry, I have the honor to submit the following remarks:

The increase of postages on newspapers is in a greater ratio than that on letters; and the increase of postages of every description, is in a ratio considerably beyond that of the population and business of the country. This greater ratio of increase has resulted from the greatly increased facilities which have been given to communications by mail. Having perceived, at an early day, the propriety and necessity of making such improvements in some of

the leading mail routes, as would be calculated to draw every kind of communication, as much as possible, into the mails, and would thus increase the revenue to a greater amount than the increased expenditure required for such improvements, my attention has been constantly directed to this object. The propriety of the course adopted has been justified by the results; the improvements having called for a considerable expense, while they have increased the revenue above their cost. But if improvements shall now cease to be made, the ratio of increase of revenue will be necessarily diminished.

If the progress of improvement shall continue, the gross amount of postage on newspapers and pamphlets for the year ending the 30th June, 1832, may be fairly estimated at \$249,000, and the nett revenue at \$125,000.

If the postage shall be abolished on newspapers and pamphlets, it will not materially diminish the labor of postmasters; and as their compensation, generally, does not exceed a fair equivalent for their labor, they would probably solicit an increase of commission on letter postage. Should this be granted, the diminution of the means for carrying on the operations of the department, and for the progress of improvements which the country demands, would consequently be \$249,000 for the first year, with the loss of its progressive increase from year to year. But if the postmasters should be denied an increase of commission to counteract the loss which they will sustain in being deprived of this part of their compensation, then the immediate diminution of nett revenue to the department would amount to about \$125,000 a year. There must also be estimated the increased expense of transporting the mail, incurred by the additional weight which would be given to it in many sections of the country, in becoming the medium for conveying the newspapers which are now transported by other means, and by the greater number of papers which would be distributed, the expense of which could neither be anticipated nor computed.

Should the measure be adopted, it would, of necessity, give an immediate check to all further improvement in mail facilities, and require a curtailment of some that are already afforded. And in order to preserve the rapidity and certainty of communication, now secured between the large commercial towns, so important to the great interests of the country, it will probably become necessary to provide for separating the newspaper from the letter mails.

The Post Office Department has always sustained itself without any expense to the Treasury. Besides the conveniences which it extends to every section of the Union, it furnishes the means to all the departments of the Government for transmitting its communications to all parts of the country, free from expense. On its present basis, it can be conducted securely. Its operations, its revenues and its expenses, are held up to public view; and the head of the department has at all times, the strongest inducement which a proper estimate of public sentiment can present, to manage its concerns with the strictest regard to economy, combined with the greatest degree of public convenience, allowed by the means at his command. But should it ever be thrown on the Treasury for support, it is evident that the same corrective restraint would not exist, either upon the representatives of the people, through whom the calls are generally made, or upon the head of the department.

I have no hesitation in giving the opinion, that the establishment ought at all times, and under all circumstances, to rest on its own resources, independent of the national treasury.

Newspapers and periodicals are held, to be of incalculable value to the community, though it has not yet been considered the duty of the Government to distribute them through the nation, entirely at the public expense. The freedom of the press, guaranteed by the constitution, and the small share of postage with which these publications are charged, compared with the whole expense of their transportation, demonstrate the estimation in which they are held. If they shall be transmitted entirely free of postage, and an equivalent amount appropriated from the Treasury, their transmission will be at the expense of the government; or if the department shall still depend upon its own resources alone, then their transmission will be at the expense of those who pay the revenue in postages on letters.

From the preceding view of facts, the committee will judge of the policy or justice of adopting either of the alternatives stated, and how far the energies of the department would be impaired by abstracting from its revenue derived from Newspapers and pamphlets, and at the same time, adding to its charges the in-

creased number which it would be required to transport. I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

Hon. WILLIAM RUSSELL,
Of the Com. on P. O. and P. R. H. R.

POETRY.

[FOR THE NEW YORK AMERICAN.]

"What are a thousand living loves
To that which cannot quit the dead?"—*Byron.*
They bade me woo her—to broad lands
They say that she is here;
And many a gem of priceless worth
Gleams in her raven hair.
They thought I loved her—as I looked
Upon her radiant face—
But surely, in that saddened glance,
No passion they could trace.
Yet to me she is beautiful:
Each smile—each thrilling tone—
Brings back a smile of other days—
A voice, like music's own.
I gaze upon her eyes, till mine
Are filled with memory's tears.
She is so like the gentle girl
I loved in earlier years.
She stood within a lordly hall,
And to the proud ones near:
She sung the lay, I once so loved
From other lips to hear.
It seemed, as meant, to mock my heart—
I could not bear to stay;
And listen to that hallooed strain,
Breathe in a scene so gay.
And there were dark and star-like eyes,
And forms of beauty rare—
But my lone spirit sadly turned
From mirth I could not share,
To dwell beside a lowly grave.
Ah! far more dear I prize
The memory of my buried one
Than any living love.

[FOR THE NEW YORK AMERICAN.]

TO

Love!

"There is no spirit under heaven that works
With such delusion."—*Ben Johnson.*
I say not you have broke the faith, the faith you vowed to me:
"I dare acquit thy purpose pure, so thou again are free."
What if the crescent moon doth fill—the rounded moon doth
wane!—
Like the pole star, thro' change and time, thou still hast been
the same,
But that vain hopes, like summer flowers, are doomed to droop
and die:
Then who can say that vows should bind which "heaven doth
untie?"
So let us now "unwind a love knitt up" in doubts and fears,
And melt these rainbow hopes with smiles, which else will sink
in tears.
Forget, forget these "idle things"—the vows you made to me—
I do acquit thy maiden faith, so thou again art free.

New-York, Monday, 30th April.

MARRIAGES.

MARRIED—On the 25th April, at Mamaroneck, by the Rev. Wm. H. Delancey, Mr. E. G. Hunter, to Miss Ann M. Munro, daughter of P. J. Munro, Esqr. of Westchester, Co.

In Paxton, by the Rev. Mr. Winch, Mr. R. B. Hubbard, of Kingston, New-York, to Miss Mary Elizabeth Fite, of East Cambridge, (Mass.)

On the 5th of December last, by the Rev. S. H. Cone, Mr. Benjamin Henry Hunter, to Miss Ann Hunter Gordon, daughter of the late Charles Gordon, all of this city.

At Kennebunk, Maine, on the 29th April, Mr. Eben F. O'born, of this city, to Miss Rachel F. Grant, of the former place.

At Rahway, N. J. on the 4th inst. by the Rev. Daniel Dodge, Mr. Wm. Ross to Miss Ann Maria Lewis, daughter of Timothy J. Lewis, deceased, of Norristown, N. J.

At Batavia, on the 30th ult., by the Rev. Lucius Smith, Mr. John Foot, to Miss Georgiana H. Beebe.

DEATHS.

DIED—Friday evening, May 4th, Mrs. Emeline Ives, wife of Mr. Edwin R. Ives, of Catskill, and daughter of Captain Aaron Clark, of Sag Harbor, L. I.

On the 4th inst., at Brooklyn, L. I. Henry Barlow, son of Thatcher Tucker, aged 15 months.

On the 26th ult. at the residence of P. J. Murray, Esq., Murrysville, Geo., Lieut. Russell Baldwin, U. S. Navy, aged 38 years.

Sunday morning, May 6. Charles Gustavus Smedberg, aged 11 months, infant son of C. G. Smedberg.

At New Brunswick, N. J. on the evening of the 4th inst. in the 61st year of her age, Mary, the wife of John Crawford, Esq.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 165 persons during the week ending on Saturday last, viz.:—25 men, 17 women, 36 boys, and 24 girls—Of whom 31 were of the age of 1 year and under, 7 between 1 and 2, 17 between 2 and 5, 1 between 5 and 10, 6 between 10 and 20, 11 between 20 and 30, 17 between 30 and 40, 8 between 40 and 50, 3 between 50 and 60, 8 between 60 and 70, and 3 between 70 and 80.—**Diseases**—Aneurism 1, burned or scalded 2, casualty 1, catarrh 1, childbed 2, consumption 29, convulsions 13, dropsey 2, dropsey in the head 2, drowned 1, fever, remittent 1, fever, scarlet 5, hives or crop 3, inflammation of the bowels 2, inflammation of the brain 1, intemperance 1, killed or murdered 1, marasmus 4, measles 4, old age 1, peritonitis 6, pleurisy 1, pneumonia typhodes 2, scirrhous of the liver 1, small pox 1, stillborn 6, suicide 2, teething 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS

In the ship Ontario, which sailed yesterday for London:—Mr. John Wilson, Jr. of New York; Mr. Taylor, of Bordeaux; Mr. Thomas S. Russell, of Valparaiso; Mr. Thos. Barle, of London; Mr. McKenzie and lady, of York, Upper Canada; Mr. Geo. Atkinson and lady, of London; Capt. Adain, of the British Army; Mr. Edward Tresser, of Havana; Mr. Simpson, of London; Mr. Adain and Madame Asorou, of Paris; Captain Oliver, of England.

In the ship Caledonia, which sailed yesterday, for Liverpool: Mr. A. Roux and servant, W. Constable, Joshua Dixon, J. Frazer, W. O. Booke, of New-York; Capt. W. B. Finch, of the American Navy; Col. Needham, of the British Army; Edward Dallas, of New-York; Mr. George Peabody, of Baltimore; Henry Wier and William Anderson, of Lexington, Kentucky.

In the ship Rhone, W. Hathaway, master, which sailed for Havre on the 1st inst.—Louis Leuret, Esq.; Louis Gagot, L. Farraton, Thos. Low, S. J. Granger, Mrs. Sau, daughter and child, of New-York; C. Harvier, A. Pagoz, Rev. L. Rondot, and James Winslow, of France; S. M. Waler, T. H. Smith, R. Richie, Mr. Duval and daughter, of Philadelphia; Henry Bowditch, Esq. of Boston, James J. S. Concell, of Baltimore; D. T. Kenner, of New-Orleans; J. Desnoyes of Cuba; Mr. Jephcott and child of Mexico.

Per ship George Clinton from Liverpool—Wm. Bonke, lady, 4 children and servant, Miss Mary Rishaw and servant, Edward Jackson, Robert Wood, Robert Connor, and 130 in the steerage.

Per ship Madison, from Liverpool—John Connah, of New-York; Joseph Connah, of Liverpool; Thomas Hannay, Andrew Hannay, and Thomas Afeck, of Scotland, and 173 in the steerage.

Per Br. brig Mary, from Greenock—D. Calder, lady, and 2 children, Miss Campbell, and 2 in the steerage.

Per brig Hope, from Gibraltar—Messrs. G. & A. L. Mullony, and Messrs. J. F. P. & S. D. Mullony, family of the late American Consul at Tangiers.

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BANK NOTE TABLE.

	MAINE.	Augusta.....
U. S. Branch, &c	Cumberland.....	Gardiner.....
Thomaston.....	Casco.....	Kennebunk.....
Vassalborough.....	Merchants.....	Manufactures.....
Canal.....	Union.....	Wink.....
Portland.....	Waterville.....	Bathbrop.....
Bangor.....	Saco.....	no sale
South Berwick.....	Lincoln.....	
NEW-HAMPSHIRE.		
U. S. Branch, &c	Rockingham.....	Clarendon.....
Portsmouth.....	Chester.....	Grafton.....
Concord.....	Farmers.....	Merrimack Co.....
Exeter.....	Picataqua.....	Merrimack.....
	Dover.....	Commercial.....
	Winnipesaukee.....	Connecticut river do
MASSACHUSETTS.		
U. S. Branch, &c	Plymouth.....	Bank of Norfolk.....
Boston City B'ks	Fawcett.....	Cambridge.....
Agricultural.....	Salem.....	Andover.....
Beverly.....	Springfield.....	Cambridge.....
Bedford Com'l	Taunton.....	Andover.....
Commercial.....	Worcester.....	Mercantile.....
Dedham.....	Blackstone.....	Mercantile Salem.....
Glenel.....	Fall River.....	do N. Bedford.....
Hampshire.....	Exchange.....	Bunker Hill.....
Franklin.....	Danvers.....	Atlantic.....
Sunderland.....	Asiatic.....	Franklin.....
Hampden.....	Mendon.....	Lowell.....
Mechanica.....	Oxford.....	Brighton.....
Marblehead.....	Milbury.....	Central.....
Newburyport.....	Housatonic.....	Greenfield.....
Phenix.....	Hamp. Manuf.....	Sutton.....
Pacific.....	Barnstable.....	Essex.....
Manu. & Moch.	Leicester.....	Farmers.....
NEW-HAMPSHIRE.		
U. S. Branch, &c	Village Bank.....	North Kingston.....
Smithfield	Smithfield Lime.....	Mount Hope.....
Rock.....	Rock.....	Pawtuxet.....
Newport Bank	do	Phoenix.....
Roger Williams	do	R. I. Central.....
Sciuate.....	do	Warren.....
Kent.....	do	Warwick.....
R. I. Union	do	R. I. Agricultural.....
Rhode Island	do	Cumberland.....
Do. Providence	do	N. E. Pacific.....
Cranston.....	do	Smithfield Union.....
N. E. Commercial	do	High Street.....
Washington.....	do	Woonsocket Falls.....
Burrillville Agric.	do	Mech. & Manuf. do
Landholders.....	do	Contraville.....
Narraganset.....	do	Far. & Manuf. do
CONNECTICUT.		
U. S. Branch, &c	Hartford.....	NEW-JERSEY.
Phoenix.....	do	Union.....
New-Haven.....	do	New Haven.....
Bridgeport.....	do	Thames.....
Fairfield County do	do	Windham Co.....
Branch do	do	Stonington.....
VERMONT.		
Braintreeborough	do	Orange County.....
Montpelier.....	do	Burlington.....
Rutland.....	do	Vermont.....
Bank Caledonia	do	
NEW-JERSEY.		
U. S. Branch, &c	Bank of Albany.....	Central Bank.....
City Banks.....	do	Auburn.....
Long Island Bk.	do	Rochester.....

